



OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 July 2014 and 31 July 2014

FIXED WING AIRCRAFT

AEROMERE FALCO F8L	LYCOMING 360 FAMILY	Level off- touchdown	Bourg en Bresse	18/07/2014	201409874
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Failure of the landing gear system. Aircraft landed with the landing gear in the 'up' position. One POB, no injuries reported. Substantial damage to aircraft. Supplementary 28/07/14:

Due to the aircraft being an old kit version, pilot not applying the emergency procedure and light aircraft damage the Foreign authority have decided not to investigate.

AMERICAN AVIATION AAS	LYCOMING 320 FAMILY	Cruise	EGHI (SOU): Southampton	05/06/2014	201407182
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Infringement of the Southampton CTR (Class D) and subsequent loss of separation with an inbound DHC8 by an AAS.

At time 1001 I was halfway through a handover of the radar position when an unknown primary contact was seen approaching the zone boundary from the North, I made a blind call to it with no reply, and so gave a DHC8 (downwind left for R/W20) avoiding action against it, with traffic info as the contact entered. More blind calls were made, with no reply. The DHC8 crew said that they could see a light fixed wing aircraft at low level to the North of them as they turned. I estimate that separation was reduced to less than 3nm as the DHC8 turned. My colleague was happy to take the handover, and continued to call the contact with no reply, the contact continued southbound towards the aerodrome and then turned back towards the DHC8, causing the new controller to take further avoiding action away from him (at one point he was forced to take the DHC8 outside of CAS to keep some distance from the unknown). The tower controller identified the aircraft as possibly a PA28 at approximately 1500 or 2000 feet. The contact left CAS and disappeared in the vicinity of Popham. Farnborough were contacted by the ATSA but said that they were not working anything in the vicinity.

Supplementary 09/06/14:

Routing from Petersfield to Popham at 2000ft AGL, visual with Lasham on right of track, visual with New Arlsford on the NE corner of the Solent CTA. At this point I checked bearing and GPS track to find Lost Satellite signal indicated, no warning tone received from GPS. While re-orientating on looking up, perceived Winchester in the distance to be Basingstoke. Set heading for 'Basingstoke', flew for approx 3 minutes, realised error, reset course and left CTA immediately.

On realising the error, I immediately cleared the CTA as fast as possible. Salutary lesson learnt, double check transponder on and serviceable, don't assume, check heading on chart, ensure any GPS functioning correctly and DON'T rely on them! On arrival back at base I rang Solent CTA and informed them that it was my aircraft that had infringed. I have arranged for a refresher with my QFI to go through some exercises to polish up my navigation. The main lesson that I learnt from this incident is to not rely overly on GPS, keep my basic Nav skills up to speed and always to double check and Nav aids for functionality.

AVIONS ROBIN DR400	LYCOMING 320 FAMILY	Cruise	Stoney Cross VRP	29/06/2014	201408733
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UK AIRPROX 2014/101 - DR400 and a Zenair CH601 XL aircraft at 3000ft, 3.1nm from Stoney Cross VRP.

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	UNKNOWN	En-route	EGSS (STN): London/Stansted	04/07/2014	201408897
<p>Infringement of the Stansted CTA (Class D) by a DR400 squawking 7000 indicating 3000ft. Standard separation maintained. Three A7000 squawks were observed approaching controlled airspace tracking northwest towards Wethersfield indicating 3000ft. As the first of these got closer to the airspace boundary, I tried blind calling the callsign shown on Mode-S but got no answer, I also tried calling the other callsigns in what appeared to be the group of D- registered aircraft, but also got no answer. There were three observed squawks, and there seemed to be a primary only second aircraft formatting with each transponding return. As the DR400 and its primary wingman entered controlled airspace, I advised the GS of the situation. He attempted to contact Duxford to see if they were in contact, while the SS FIN controller tried to contact Earls Colne. Earls Colne advised that they had been in contact, but had transferred themselves to Duxford. Both the GS & FIN were only able to get an answering machine response from Duxford. After a few minutes the aircraft & wingman turned north and left controlled airspace. No EGSS traffic was affected as there were no inbound aircraft at the time.</p>					
AVIONS ROBIN HR200	LYCOMING 235 FAMILY	Landing roll	EGNM (LBA): LEEDS BRADFORD	04/05/2014	201405494
<p>Aircraft left the paved surface during touch-and-go. Whilst carrying out a touch-and-go on runway 32, the aircraft veered to the left, off the paved surface and came to a halt on the grass, approx 30m from the runway edge. Supplementary 04/05/14: First circuit back flying since October 2013. Take-off, downwind and approach all normal. Asked to make a tight base and final by ATC. However, final approach was fine, flare was a little late and touchdown was fine. However, slight rush to put flaps up and carburettor heat in for touch and go. My belief is that I subconsciously over compensated for slight crosswind and applied left rudder. Aircraft turned uncontrollably and came off the runway onto the grass. Managed to keep nose wheel straight and come to a stop. Shut down engines and contacted ATC. Supplementary 06/05/14: A short circuit session was planned to re-familiarise the student with the aircraft (last flight Oct 13). Take-off and climb were executed well, approach was stable with full flaps at 70kts. Flare was slightly late but a successful landing followed. Full power was applied by the student to continue the touch and go when the aircraft lurched to the left, vacating the runway onto the grass. At this point, I took over controls, pulling back on the stick to hold the nosewheel as high as possible, straightened the rudder and shut the engine down. The aircraft came to a halt approx. 50m from the runway edge, 90deg to the centre line. I suspect the cause of the excursion was a large input of left rudder (instead of right rudder) as full power was added. Currently under investigation.</p>					
BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Climb into traffic pattern	LPPR (OPO): Porto	28/03/2014	201405943
<p>Severe icing conditions on departure causing a temporary reduction in power and LH bleed air failure. On departure, we experienced severe icing above FL90. The aircraft's performance degraded to a climb rate not above 300fpm at 140kts ias. The LH bleed air fail annunciator came on along with the associated master warning system. At FL160, I found a gap in the cloud layers and levelled off in order to increase airspeed, sublimate some ice and sort the bleed air issue out. Once levelled off I attempted to close off the ice vanes but they failed in the open position obviously due to the icing. Carrying out the appropriate drills from the checklist, I closed the LH bleed air and elected to divert to an airport which was free of cloud. My take-off diversion was, in my opinion, too close to the airport of departure and could pose a risk as the aircraft was already heavily iced. I informed ATC of my intention to divert, ATC gave me vectors and a descent to 6000ft. Whilst at this altitude, most of the ice cleared, the ice vanes began to work and the LH bleed air annunciator went out. Whilst at this altitude, most of the ice cleared, the ice vanes began to work and the LH bleed air annunciator went out. Whilst free of cloud and in sight of the surface, I turned the bleed air back on and checked it was working by turning the RH bleed air off. I carried out some fuel calculations and knowing the route was clear by checking both visually and checking predicted weather, I elected to continue the flight. Supplementary 03/04/14: As all of the systems noted "freezing" in this report were operating normally after exiting the severe conditions, no faults were apparent and therefore no tech log entry was made. The ice vanes are lubricated at 200 hour intervals and this consists of lubricating the linkage, cams and chains with grease and oil as per the maintenance manual. This had been carried out 30 hours prior to this event on the Phase 2 check. As the bleed air appeared to have frozen, it is thought that the event was significantly severe and following the action of the pilot to de-frost the aircraft all systems returned to normal. Manufacturer contacted. They suggest as the icing was significant then the ice vanes may freeze in position but could not determine why the bleed air system failed. Further reports have been requested but as the bleed system and ice vanes have operated normally since the occurrence, there has been nothing to report. Lubrication is being performed as specified and on reviewing the system, no further lubrication could be identified as effective. Our recent database of ASR's and defect reports has reviewed with no other similar events being noted. CAM to monitor future events and action as appropriate. 24/04/2014 - No further occurrences of bleed air problems noted. I spoke at length with the pilot concerned following the incident and concluded that he had carried out the correct action in the light of the circumstances. The Ice Vanes had "failed" in the safe position and his thought process included a good deal of Threat and Error Management, the subject of which he had recently received training on.</p>					
BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Cruise	Bay of Biscay	19/06/2014	201408104
<p>Loss of radar contact during cruise at FL260. Flight departed without any issues until approaching the northern coast of the Bay of Biscay, where Brest control called up and advised that radar contact had been lost could I recycle transponder, I complied and they advised radar contact had been regained, flight continued then over the next ten - fifteen minutes the same issue occurred, each time I looked at the transponder and all indications on the display appeared normal as if it was being successfully interrogated by ground stations. Brest control then informed me that radar contact had been lost again and to descend to FL240 and contact 119.825 and advise them of my position. I complied and they said return to flight plan route routing ARE, MUREL and SKESO and report overhead each point. Just before SKESO, Brest informed me that radar contact had been regained and to contact London, flight continued without further incident, with no issues being reported by London.</p>					

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Cruise	En route	27/06/2014	201408608
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Pressurisation malfunction.

Two pilots, one medical staff and a patient on board at the time of the incident. The pilot handling sensed a change in the cabin pressure and checked the cabin altitude dial which confirmed the cabin was just above 8000 feet and climbing at about 1000 fpm. Both crew members then checked Bleed air valves set correctly, dump valve normal position, both engines running correctly. The crew carried out a DODAR procedure, checked the MSA and as the cabin was continuing to rise an immediate descent was requested and ATC informed of our pressurisation problem. The aircraft was initially cleared to FL230 and a controlled descent was carried out with the cabin still climbing approx 1000fpm. Shortly after the descent was initiated the crew put on oxygen masks and declared a PAN. ATC then cleared us to FL150 then FL130. Both pilots were on oxygen before the cabin reached 12000ft. The cabin pressure alert master warning lit and at 12000ft the pax masks deployed and the pilot monitoring checked the pax had donned the masks and signalled the situation was under control. The pilot handling reduced power in order to control speed and this had the effect of increasing the cabin climb rate to about 4000ft. At one point on the descent the crew noted that the cabin altitude was 15,000ft. ATC initiated a diversion and the crew requested headings to reduce workload. When level at 10,000ft QNH receiving radar vectors, PH noted the cabin altitude had also levelled at 10,000ft. Crew reverted back to normal headsets to prepare for landing. A further DODAR was carried out, including a check of the QRH. PH requested that the PM wind the pressurisation controller down to 500ft for landing. At this point both crew believe the cabin was responding to the controller in some way, however there was no time to conduct any further pressurisation checks since the priority was briefing and preparing to land. As the cabin altitude lowered to 8000ft the pax were informed of the diversion. Descent and approach checks were carried out as normal and the aircraft was vectored to the ILS 35L. The subsequent approach and landing were carried without incidence. Further notes: Neither crew nor passengers noticed any unusual noises during the incident (relating to possible pressurisation leak). Since the cabin was climbing at 1,000fpm, neither crew thought an emergency rapid descent was necessary since the problem was not a rapid decompression. In hindsight we still believe this was the correct decision since reducing the power to zero would have increased the cabin ROC further and would also alarm the passengers. The QRH only makes reference to an emergency descent due to rapid decompression, rather than a slow leak.

CAA Closure:

After a thorough investigation of the aircraft and its pressurisation system, the RH Air Conditioning Flow Pack was determined to be producing low output. Additionally, the RH flow valve body to firewall shut off adaptor gasket was found to be leaking, however it was determined that this did not significantly contribute to the loss of pressurisation. The RH Air Conditioning Flow Pack fitted was a re-conditioned unit having completed 867 hrs installed. Right Hand Air Conditioning Flow Pack replaced and no further symptoms since aircraft returned to service. Stripdown report requested from the Air Conditioning Pack overhaul organisation.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Initial Approach	EGLK (BBS): Blackbushe	15/07/2014	201409431
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Visual room radios poor quality.

2 new external speakers and a speaker switching/volume unit were installed approximately 2 weeks ago by an RT engineer. The situation since the installation had deteriorated considerably aircraft with poor radios are now very difficult to understand. A recent inbound twin turboprop was virtually unreadable. My assistant could not understand anything. For comparison readability 5 could be achieved on a portable radio. "Say again's" is being used repeatedly. The reporter also states that the FIS telephone system is also poor.

BEECH 33	CONTINENTAL (TELEDYNE) USA 470 FAMILY	En-route	Not specified	25/07/2014	201410100
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Infringement of the London City CTR (Class D) by a BE33 squawking 4670. London City departures were stopped.

Aircraft had been on the TC Luton frequency whilst transiting the Luton CTR from Cranfield on track to Elstree, but en-route to Lyon Bron. On reaching the Elstree overhead, the pilot announced turning left onto a heading of 095 degrees, and his ensuing track paralleled the northern edge of the Heathrow CTR. After some time, aircraft was observed to turn hard right and track towards the London City CTR boundary. Attempts, with increasing levels of urgency, were made to contact the aircraft without success. Not surprisingly, Thames Radar contacted me, but all I could tell them was that he wasn't on my frequency. Aircraft had made no announcement of his intention or desire to leave the frequency on which he had contracted to receive a service, nor had he changed his transponder code. Thames subsequently advised that the aircraft had contacted Farnborough.

BEECH 35	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Cruise	TRIPO	20/06/2014	201408063
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Infringement of the LTMA (Class A) by a BE35 at 6000ft. Standard separation maintained.

TC East called and asked whether we would work an aircraft into EGLG. As this airport is not in the Thames area of responsibility, we elected not to work it. No further coordination was offered. EGMC asked for release on a CLN departure which was granted. Once the CLN departure was airborne we had to remain 5 miles away from an infringing aircraft working the London FIR. I phoned the London FIR and got the details of the infringing plane. The aeroplane's destination was EGLG.

Supplementary 20/06/14:

Terminal Control passed an estimate to FIS for point XAMAN Est 0658z, initially IFR at FL100, but revised that to FL60 and confirmed that he would be outside CAS. A/c a BE35 from EDVY to EGLG German pilot but with good English. A/c called at point LOGAN at 0702z FL60, but due to traffic workload FIS did not obtain 2-way for a couple of minutes, at which time, A/c squawked 1177 and was told to remain outside CAS, but was already approaching point JACKO at FL60 where the base is 5,500ft. A/c responded by saying he was descending to 5,000ft, on the London QNH. Thames Radar called to say that a/c had infringed CAS but a/c was already descending.

BEECH 36	UNKNOWN	Cruise	PEDIG	22/06/2014	201408179
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Altitude excursion due pilot being on the wrong pressure setting. Standard separation maintained.

BE36 checked in on 134.425 reporting at "nine thousand". I confirmed with aircraft that it was at FL90, but omitted to confirm pressure setting of 1013hpa as aircraft was indicating FL90. At this point the aircraft was 10nm South of MCT and indicating the correct level or within the 200ft tolerance limit. As the aircraft passed abeam PEDIG radar showed aircraft fluctuating between FL87-FL88. Due to pending EGBB out bounds (SID'S climb to FL80) I asked pilot again to confirm level. Again reply was "maintaining nine thousand". Yet again aircraft told to maintain FL90, at which point aircraft asked what the pressure was. 1013hpa was given and aircraft was seen to return to FL90. As a precaution EGBB pending departures were stopped at FL70.

BEECH 55	UNKNOWN	En-route	EGGW (LTN): London/Luton	26/06/2014	201408531
<p>Infringement of the Luton CTA (Class D) by a Beech 55 at 4000ft. Standard separation maintained. CAIT activated by Beech 55 infringing Luton CAS at 4000ft. Beech 55 was tracking West. The a/c was identified by Mode S, further details were obtained from EGSC. A 'Check North' was activated to stop Olney departures.</p>					
BEECH 90	UNKNOWN	Cruise	Not specified	16/06/2014	201407811
<p>Altitude excursion. Beech 90 was given climb to FL130, but after requesting the lowest level possible was instructed to stop climb at FL90 to cruise. Was observed displaying FL94. Pilot informed and he said he would switch to an alternate transponder. Was observed on several occasions after the level bust showing FL92 with a climbing arrow but never went above this level. South East sector were informed of this.</p>					
BEECH 90	UNKNOWN	Climb to cruising level or altitude	EGAA (BFS): Belfast/Aldergrove	25/06/2014	201408413
<p>Uncoordinated deviation from a transferred heading. Standard separation maintained. BE90 was outbound from EGAA heading 145° climbing to FL90. DHC8 departed EGAC and was climbed underneath the BE90 until lateral separation and parallel headings could be established. DHC8 was then climbed to FL90. BE90 was transferred to PC Antrim Sector and was observed, at approx FL85, turning left towards the DHC8. (Standing Agreement states that radar headings should not be altered below FL100 without coordination). DHC8 was turned left by me and I also stopped the a/c's climb at FL70. Separation at the time of the event was approx 3,500' and less than 6nm converging. Separation was not lost. DHC8 queried the stop-off as he suspected the presence of traffic but was not aware of any from TCAS. Pilot was advised of traffic to his left approx 3,000' above that PC had appeared to turn.</p>					
BELLANCA	LYCOMING 320 FAMILY	Missed approach or go-around	EGBJ (GLO): Gloucestershire	23/07/2014	201409961
<p>Runway incursion by a cyclist, resulting in ATC initiating a go-around to an aircraft on final approach to R/W09. A cyclist was observed from the tower to be travelling along taxiway 'e' towards the upwind end of runway 09. The cyclist subsequently crossed runway 09 with an aircraft on final (not yet cleared to land). The aircraft was instructed to go around. Upon questioning, the cyclist was seemingly unaware that he had crossed an active runway, but stated that he had 'come to look at planes', and was believed to have entered via a flying school on the north side of the airfield. The cyclist was escorted from the airfield.</p>					
BOLKOW BO209 (C 160RV)	UNKNOWN	Cruise	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	24/06/2014	201408343
<p>Infringement of the East Midlands CTR (Class D) by a Bo209. Standard separation maintained. An airliner was in the process of being turned onto the ILS R/W27 from the South when a contact was seen approaching the northern edge of EGNX CTR. Contact was on 4572 listening out squawk. Airliner was turned off the approach onto heading 060 while a blind broadcast was made to the unknown aircraft. The unknown aircraft responded as a Bo209 and was told to leave the zone on a northerly track which was complied with immediately. The pilot of the aircraft was very apologetic and realised his mistake quickly and subsequently phoned EGNX ATC to explain and apologise again. Airliner was vectored round back onto the ILS from the North and with minimal delay. Airliner had been weather avoiding to the South of the approach but conditions at the airfield were good, vis 10km, cloud sct 3800ft, QNH 1019.</p>					
BRITTEN NORMAN BN2	LYCOMING 540 FAMILY	Cruise	EGPB (LSI): Sumburgh	16/06/2014	201407822
<p>Infringement of the Sumburgh CTR (Class D) by a BN2P. Standard separation maintained. I was on duty as the Sumburgh Radar controller with no aircraft on frequency when a radar contact squawking 2626, believed to be a BN2P, was observed departing EGEF(Fair Isle) and began to track to the North towards Sumburgh control zone. I waited until the contact was approximately 2nm from entering CAS and attempted a blind call the BN2P on frequency 131.3. I received no response. The radar return believed to be the BN2P then entered Sumburgh CAS without a clearance at time 1553. I phoned Sumburgh Tower and asked if they could hear me transmitting on frequency 131.1 to check there are no issues with myself transmitting. They advise they could hear me clearly transmitting on 131.3. They then tried calling the BN2P on frequency 118.250 but also received no response. I continued to try blind calls to the BN2P as he continued northwards following the West Coast of Shetland, indicating altitude 1000ft, and I also asked him to squawk Ident if he could hear me. I received no response to any transmissions that I made. I then handed over to another controller who advised me the aircraft made contact with him on 131.3 as the aircraft left Sumburgh CAS to the North at approximately time 1605. The controller advised the BN2P to contact Aberdeen Air Traffic Watch Manager when he landed. No aircraft were in the area at the time and so nothing was affected by the airspace infringement. Supplementary 14/07/14: After an earlier suspicion that VHF 1 may have been subject to interference, the pilot was distracted by making a check call on another frequency prior to entering the CTR. Normally a VFR clearance would have been obtained prior entering the Zone. The aircraft was North of the extended centreline of 09 by the time contact was made. No conflict with other traffic has been reported, but the circumstances leading to the lapse in procedure are under investigation.</p>					

BRITTEN NORMAN BN2	LYCOMING 540 FAMILY	Landing	EGEW (WRY): Westray oi	04/07/2014	201409196
<p>Obstructions (large bales) on airfield surface. Arriving overhead Westray airfield it was noted that there were approximately 30 - 50 large bales of wrapped plastic bag silage (grass) at various points on the airfield including quite close to the runway surfaces. These bags measure approximately 5 feet high by 5 feet wide. As it could not be immediately determined whether these could be classified as unsafe due to their proximity to the airfield an approach and landing was carried out using the runway with the least number of bales in close proximity. Post flight an enquiry was sent to the airfield operator (Orkney Islands Council) asking them to verify through their Airfield Safety Management System that this practice was acceptable and also asking for guidance on the specified parameters so that all crews could be advised prior to any further operations taking place into Westray. The airfield operator subsequently removed all bales prior to the next scheduled service to Westray later that day. Under Investigation</p>					
BRITTEN NORMAN BN2	LYCOMING 540 FAMILY	Final approach	EGER : Stronsay oi	07/07/2014	201409199
<p>Missed approach flown due to risk of bird strike. Grass cutting (silage) in operation at the time. Prior to leaving crew had been advised that grass cutting was taking place at destination. Approaching airfield bird scaring rockets were observed and large number of birds seen at low level around airfield. On short finals a large group of gulls was observed approximately one third of the way down the runway. As a bird strike was considered highly likely a go around was flown. On the subsequent approach the large group was again observed but much closer to the downwind end of the runway and the aircraft was brought to a halt well before this point. Birds were again observed during take off roll. Unable to contact airfield by radio (no response). In my opinion this type of grass (silage) cutting operation poses a significant threat to aircraft safety. Investigation findings were that silage cutting had been undertaken but the bird activity was seen to be Gulls sitting on the hard core runway. This has been observed before and the attraction seems to be the comparative warmth of the hard runway when compared to the surrounding grass. Bird scaring with the land rover had commenced 20 minutes prior to the scheduled flight time but the gulls persistently came back. Bird scaring rockets and a quad bike were then used to continue to move the birds on. The root cause of this incident was that the bird scaring activity failed to remove the Gulls from the airfield. CAA Closure: Airfield staff have been briefed on the importance of having bird free aerodrome and the removal of any birds before any movements take place. Alternative methods should be included such as pedestrian scaring with arm raises and as a last resort shooting should be considered. Posters will be sourced to reinforce the point that the hazard that birds constitute and the potential consequences of a bird strike are unacceptable. The benefits of monitoring the radio before and after movements has been reiterated and further training will be given.</p>					
BRITTEN NORMAN BN2	LYCOMING 540 FAMILY	Normal descent	LYD	07/07/2014	201409140
<p>Two losses of separation between (1) BN2P and HS125; (2) A320 and B737. I was sat down as S17 Tac and subsequently band boxed Dover onto Lyd. A BN2P requested descent very early for LFAT I questioned his early descent and dropped him to FL70, I was subsequently alerted by the planner to turn the BN2P due to the close proximity of the HS125 which wasn't pointed out to me on either of my hand overs. This occurred just after TC called and changed the plan with the Alkin arrivals, which didn't make any sense to me as they requested the slower a/c first. I was slightly thrown by their plan as it was a major change to mine. The whole situation seemed to snow ball from there with lots of a/c stepping on each other and lots of different traffic situations to resolve. There was then another loss of separation between B737 and A320. I had given the A320 an instruction whilst seeing if he was on frequency and he hadn't replied. I then got caught up in another situation and didn't go back to the A320. In my head I had sorted out the problem with the 2 a/c. It wasn't until it was too late that I noticed the B737 had descended through the A320 and at that point I gave the A320 an instruction and he was just on frequency. Supplementary 08/07/14: HS125 had already been transferred to TC and was descended to FL70 when the sector was banded so showed as dark green. The BN2P at FL90 called for descent and the Tactical descended it to FL70. shortly after I noticed the confliction and pointed it out. The Tac then turned the a/c east to regain separation. Shortly after a speed and heading instruction was given to A320, but the a/c was not on frequency, subsequently it ended up faster than the B737, which had been descended through its level.</p>					
BRITTEN NORMAN BN2A	UNKNOWN	Normal descent	En route	10/05/2014	201405804
<p>Incorrect altimeter reading. A/c given descent from FL050 to 4000FT when the pilot advised that his altimeter was indicating that the aircraft was indicating higher than his assigned altitude. This was checked and the pilot explained that on one altimeter it showed the aircraft at FL055 which corresponded with the aircraft mode C, whilst on the other altimeter it was showing significantly lower. Due to the altimeter inaccuracies, the pilot elected to cancel IFR and fly VFR, several checks were given on the aircrafts indicated altitude as it descended. Aircraft completed its arrival VFR without further incident. There were no losses of separation, even if the aircraft had climbed above its assigned level. After landing the pilot advised that the aircraft altimeters would be checked by engineers.</p>					
BRITTEN NORMAN BN2T	ALLISON USA 250 FAMILY	Taxi	EGHH (BOH): Bournemouth/Hurn	29/04/2014	201405398
<p>Steering gear failure after landing resulted in blocking taxiway. After landing, during taxi, steering locked in RH turn. A/c brought to halt, ATC notified and engines shutdown. Engineers summoned and aircraft removed after a period of approx 20mins blocking the November taxiway.</p>					
BRITTEN NORMAN BN2T	ALLISON USA 250 FAMILY	Standing	EGAA (BFS): Belfast/Aldergrove	26/03/2014	201406551
<p>Elevator trim jammed. During pre flight exercising of trim controls the elevator trim jammed. Engineering advice sought. Elevator trim screw jack chain found trapped in tail cone. Chain reassembled and re-tensioned iaw. Manufacturer response # TQRCIV 0058. Tension of chain allowed links to foul the lightening hole through which it passes. Split link pulled loose due to fouling. Chain no longer fouled the airframe after adjustment.</p>					

CASA 1 131	OTHER (ENMA TIGRE G-IV-B)	Landing	EGLM : White waltham	10/07/2014	201409505
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UK Reportable Accident: LH landing gear failed on landing. One POB, no injuries reported. Subject to AAIB AARF investigation.

CEA DR300	LYCOMING 320 FAMILY	Initial climb	EGST : Elmsett	27/06/2014	201408790
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MAYDAY declared due to engine malfunction. Forced landing made in a field.

Nothing unusual on all pre-flight checks including power check. Took off on Runway 23 for climb to 2500ft heading 270. At around 1750ft engine rpm suddenly reduced to 1900. All usual checks including fuel, mixture, carb heat, mags, etc were performed but engine continued to run at 1900rpm and level flight could not be maintained. Aircraft was turned back but it became apparent that return airfield could not be reached and a decision was made to make a forced landing in a field. A Mayday call was made on 125.80 which was acknowledged by an unknown party. Aircraft was landed in a wheat field and there were no injuries to any of the three P.O.B. Upon landing the aircraft was vacated and a call was made to the police to report a safe landing. The police attended within 5-10 minutes. Engineers attended, reported only cosmetic damage to the aircraft and upon initial inspection of the engine suggested a valve failure. Aircraft was then left in the charge of the engineers.

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Cruise	EGNJ (HUY): Humberside	17/05/2014	201406207
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Radio communication failure.

I was on duty as the radar controller when aircraft was on frequency routing, while in the area the aircraft's mode A changed from 4271 to 7600. I attempted to establish communications with the pilot with no response; I asked if the pilot was familiar with the speechless code/procedure but no 'clicks' were heard in reply. I issued a different squawk (4277) to ascertain whether the pilot was hearing my calls - the squawk changed to 4277. I instructed the pilot to revert back to 7600 and asked him if his intention was to land (with another change of squawk). When the pilot confirmed he wanted to divert in, I informed the ADI who declared a local standby; D&D and PC(East) were also informed. I passed the runway in use and QFE and instructed the pilot to position for a left base. The circuit aircraft was put into an orbit to the west to allow the emergency aircraft to land. The landing clearance was issued on the radar frequency.

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Cruise	Godalming	26/06/2014	201408725
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UK AIRPROX 2014/099 - C150 and a PA28 in Class G airspace.

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Cruise	DET	02/07/2014	201408785
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Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, indicating 2900ft, resulting in loss of separation with a C560. Aircraft identified as a C150. Traffic info and avoiding action given.

An aircraft - later identified as C150 - infringed controlled airspace between DET and Rochester airfield. It was tracking NW bound indicating 3A on a squawk of 7000. I gave avoiding action on an London City inbound - C560 who was on a radar heading of 350 degrees at 4A to the SW of the infringer. I turned the C560 left onto 290 degrees and passed traffic information on the - then unknown - aircraft. The C560 pilot reported he had the aircraft on TCAS. I phoned TMA SE and gave an avoiding heading of 270 degrees on an Biggin Hill inbound - who was routing to DET towards the infringer. The unknown aircraft then started descending, eventually levelling at 2.5A, and the squawk changed to 1735 - a Farnborough LARS East squawk. I subsequently returned the C560 and Biggin Hill inbound to normal vectoring. Farnborough LARS were contacted and the details of the aircraft were obtained, and they verified his current altitude.

Supplementary 07/07/14:

I was in contact with London 124.600, which the frequency was very busy and had to wait in turn. I drifted on the wrong side of the London CTR near Rochester at 2700ft QNH 1023 (Shown on Radar 2900ft) as soon as I finally changed frequency to Farnborough East descended immediately down to 2300ft QNH 1023 (Shown on radar 2500). One side of CTR is 2500ft and to the west 3500ft closer to Detling. I contacted London City Airport to apologise for any disruption that I may have caused, I am happy that the controllers acted and made the situation a safe one.

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Initial climb	EGDX : St. Athan	08/07/2014	201409138
<p>Engine failure on take-off. Aircraft made a safe forced landing back onto the remaining runway.</p> <p>Following a report of a rough running engine made by a very inexperienced student during his second solo detail authorised by restricted flight instructor under the supervision of unrestricted flight instructor, a ground engine run was carried out on the advice given from Maintenance Manager of the Aircraft Owner. The engine run conducted by an authorised flying instructor whilst accompanied by an aircraft engineer proved to find no fault with the aircraft. Subsequently an investigative flight was flown by the chief flying instructor in order to ascertain if there was in fact any genuine fault since the report could well have been unreliable. The aircraft was left in the same fuel configuration as previously flown by the student. The tanks were dipped and found to contain 17-20 litres of AVGAS approx 50-55 minutes endurance. The aircraft was started, taxied and thorough power checks were carried out. No faults were found with the engine performance. The aircraft was positioned for flight to carry out no more than 30 minutes of operation including taxi. Equates to 2 circuits. The first take off was normal and the circuit flown with no indications of any engine performance issues. The aircraft was cleared for touch and go and the initial take off was normal. At approximately 200 feet AAL at 70kts with an angle of attack of approximately 15 degrees nose up the engine lost power. A forced landing was carried out back onto the remaining runway with engine power at idle. There was approximately 2/3 of runway remaining. Sufficient for safe landing. During the glide descent from 200 Feet AAL the engine failed and subsequently stopped. A radio call was made stating 'Engine Failure - Landing'. The ATC unit called emergency services to attend the aircraft. An attempt to restart the engine for taxi proved successful and the aircraft was taxied in with no further problems. The engine failure event was written into the tech log and the aircraft withdrawn from service pending further investigation.</p> <p>Supplementary 08/07/14: The aircraft is undergoing a maintenance investigation. Initial observations indicate that this aircraft type may be subject to fuel starvation at high angles of attack with fuel quantities below 40ltrs total fuel. Tests are being carried out to ascertain this possibility. At this time carburettor ice has been ruled out as a possible cause. Following this investigation procedures will be put in place to ensure this occurrence is not repeated. A minimum fuel quantity will be adopted for circuit training and student solo flights. Investigation results will be submitted when received.</p> <p>Supplementary 16/07/14: The aircraft had suffered a loss of power due to insufficient fuel quantity. In conclusion to a company investigation, it was found that several human errors were made. Company has implemented procedural changes with immediate effect to ensure that errors like this are not repeated.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Initial climb	EGPC (WIC): Wick	13/05/2014	201405976
<p>Aircraft returned due to fuel leak on departure.</p> <p>On departure, the pilot reported a fuel leak and requested to return to the airfield to land on runway 31. The pilot was instructed to report final runway 31 and a local standby put in place with the AFS. Aircraft landed without incident at 15:15 and AFS stood down. The runway was inspected with no sign of fuel or debris. Following the inspection, aircraft departed at 15:31.</p>					
CESSNA 152	LYCOMING 233 FAMILY	Cruise	EGGW (LTN): London/Luton	01/07/2014	201408732
<p>Infringement of the Luton CTR (Class D) by a C152.</p> <p>At 17.28z an aircraft squawking 7000 (no Mode C) infringed the GW CTR 6nm SE of GW. R/W08 was in use at GW so I put a 'check all' on departures. The VCR controller visually acquired the aircraft. The aircraft left CAS but re-entered at 1731 so departures were stopped. An Airbus was on the runway awaiting departure on a CPT SID. The aircraft left CAS again, but re-entered at 17.33. I contacted EGLG to see if they had an aircraft in the local area. They broadcast on 120.250, but no aircraft responded. As the aircraft was orbiting inside CAS it appeared that it might be lost, so D&D were informed. Luton tower controller could see the aircraft visually and an identification of the radar return was given to confirm identification on their ATM. Coordination was effected so that the Airbus could depart with a left turn out, with the tower controller applying reduced separation, as he had both aircraft in sight. 5nm lateral separation was maintained at all times. 17.46 the aircraft left CAS and tracked to the East of Stevenage northbound. Freeflow was given to GW departures.</p> <p>Supplementary 14/07/14: The comprehensive report on this incident from the pilot concerned concluded that it was poor judgement on his part to continue with the flight as planned with the wrong mind-set and without any form of GPS on board and inadequate airmanship to not make use of the many services available to avoid such an incident. He is more than willing to undertake further training to make sure such infringements are not caused by him again.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Landing	EGPT (PSL): Perth/Scone	10/07/2014	201409240
<p>UK Reportable Accident: Loss of control on landing. Damage to nosewheel, engine, LH wing and propeller. One POB, no injuries reported. Subject to AAIB AARF investigation.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Circuit pattern - downwind	Brighton	17/07/2014	201409654
<p>UK AIRPROX 2014/112 - C152 and two military aircraft, 0.5-1nm South of Brighton airfield in Class G airspace.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Landing	EGCV : Sleap	11/07/2014	201409392
<p>UK Reportable Accident: Aircraft bounced on landing causing nose gear collapse. Damage to nose gear and propeller. One POB, no injuries reported.</p>					

CESSNA 152	LYCOMING 235 FAMILY	Missed approach or go-around	EGBM : Tatenhill	13/07/2014	201409876
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UK AIRPROX 2014/114 - C152 and a C172 base leg for R/W26 at Tatenhill, in Class G airspace. C152 subsequently initiated a missed approach.

CESSNA 152	LYCOMING 235 FAMILY	Landing	EGNE : Repton/Gamston	12/07/2014	201409881
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UK AIRPROX 2014/116 - C152 landing on R/W21 and a C152 cleared for take-off from R/W21.

CESSNA 152	LYCOMING 235 FAMILY	Cruise	EGGW (LTN): London/Luton	22/07/2014	201409920
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Infringement of the Luton CTR (Class D) by a C152. Standard separation maintained.

I was in the process of handing over the sector to the afternoon controller and then observed a 7000 squawk entering the control zone without a clearance. He was northwest of Panshanger, tracking northbound, I think with no Mode C (although it all happened very quickly, I can't be sure). I phoned the tower via priority line to enquire if a departure was moving and to stop it. This led to the enforced go around of an inbound which was at about 3 miles from touchdown. I instructed tower to climb it to 3000ft and it came back to my frequency. In this time, the infringing aircraft, which had been continuing northbound, turned 180 degrees and left the zone to the south. No further action was necessary. The infringer was kindly traced by the afternoon watch.

CESSNA 152	LYCOMING 235 FAMILY	Cruise	EGKK (LGW): London/Gatwick	25/07/2014	201409989
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Infringement of the Gatwick CTR (Class D) by an unknown aircraft squawking 3767, resulting in loss of separation with inbound traffic. Aircraft identified as a C152 flown by a student pilot. Traffic info and avoiding action given.

Whilst working as KK INT I noticed a 3767 squawk approaching the Gatwick CTZ. As the 3767 squawk entered the Gatwick CTZ, I called Redhill, and asked if they were working an aircraft 8 miles west of them. They replied they had one out that way, and it was a student pilot. I advised it was infringing the Gatwick CTZ. At this point I should have asked them to transfer the aircraft to my frequency, with one of my squawks, but I inadvertently omitted to do this. I then immediately called AIR, and advised of the infringer and asked them to break off the inbound aircraft on final approach (turn right onto 180 degrees and climb to 3.0A). The tower did this. I also broke off the next inbound. The infringer continued to route South, and went through a 4 - 5 nm final to runway 08R. I called Redhill back. (I had been expecting them to turn the aircraft away to the North). They advised the aircraft that had been speaking to them, had reported as about 15nm NE of Gatwick, and had gone on route to Farnborough LARS. The infringer continued to route to the South, on a 7000 squawk, and then was observed to change to a Farnborough LARS squawk. Farnborough spoke to the GS AIR, and passed the following information on the infringer.C152. Departing airport and intended destination.

CESSNA 152	LYCOMING 235 FAMILY	Cruise	EGSC (CBG): Cambridge	15/07/2014	201409490
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Infringement of the Cambridge ATZ (Class G) by a C152.

I was working bandboxed on both Cambridge Tower 125.9 and Cambridge Approach 123.6. I observed an aircraft transponding 7000 approaching the Cambridge ATZ from the West indicating 1400ft on Mode C. I looked out of the tower window and saw a C152 which appeared to be in the ATZ. I made a blind call on both tower and approach frequencies which received no reply. I had work in progress on the runway so alerted the vehicle to the possibility of an aircraft inbound with an emergency. Essex Radar rang to request a level for an inbound aircraft and whilst on the phone they confirmed that the aircraft was in our ATZ and passed me the registration. The aircraft came onto the Cambridge Approach frequency and reported that he was inbound to Andrewsfield. He didn't seem to be aware that he had entered the ATZ without permission. Appropriate CAA action is to be taken as a result of this incident.

CESSNA 172	LYCOMING 360 FAMILY	Scheduled maintenance	EGSC (CBG): Cambridge	16/05/2014	201406174
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LH magneto failure.

During routine annual inspection, ref lamp task 56 magneto to engine timing checked, timing found to be 30 degrees BTDC. Magnetos left and right removed. Upon removal of left magneto a loose article was heard inside the magneto. Cover removed, it was noted that 1 of the tapered locking pegs for the coil was loose inside the magneto. The magneto part number 4371 serial number 13080132 had been fitted new on 30 Jan 2014, after the original magneto was found BER following a 500 hour inspection. The magneto serial number 13080132 had only been in service for 98.30hours. Magneto removed and returned to the supplier under warranty. Serviceable magneto installed to return aircraft back to service. The manufacturer of the component has been informed.

CESSNA 172	UNKNOWN	Cruise	EGSS (STN): London/Stansted	12/06/2014	201407639
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Infringement of LTMA (Class A) by a C172 at 6300ft. Traffic info given. Standard separation maintained.

I had noticed a Lakenheath squawk (0451) tracking towards CAS at FL65 NE of Stansted by about 23 miles. As a B737, inbound from the East, crossed over the line between FL95 and FL85 I checked again and realised the C172 was just about to enter CAS at 6300 feet (about 13.20z). I turned B737 away from the aircraft and tried a couple of blind calls to the C172 with no joy. I continued to vector B737 around the infringer and onto final approach. C172 slowly descended to 4000 feet and at 13.29z put on a Southend squawk and descended below the base of CAS.

Supplementary 13/06/14:

A/c made his first call on the radar frequency at 4000ft overhead EGSR. The aircraft was told to descend immediately to 3400ft or below to remain outside CAS. TC North East were informed and the aircraft did promptly descend. Aircraft continued to land at Southend without further incident.

CESSNA 172	UNKNOWN	Cruise	EGNR : Hawarden	31/05/2014	201407317
<p>Infringement of Airway N864 (Class A) by an unknown aircraft squawking 1177, in climb to 3300ft. Aircraft believed to be a C172. CAIT activated. Standard separation maintained. At approximately 1535z, a CAIT alert was displayed on a contact 5nm SW Hawarden. The contact was observed to be squawking 1177 (FIS), tracking Westbound and climbing to altitude of 3.3A. The contact continued Westbound at 3.3A and infringed CAS for around 5mins before slowly descending below CAS. A phone call was made to Liverpool (Hawarden were closed for the day) to ascertain if they were aware of the traffic- they were not. A phone call was also made to London Information where a few probable details were ascertained. These were; a C172 was told to ROCAS 5nm SW Hawarden.</p>					
CESSNA 172	LYCOMING 320 FAMILY	Cruise	EGBB (BHX): Birmingham	25/06/2014	201408549
<p>Infringement of the Birmingham CTA (Class D) by a C172 at 4700ft. Traffic info given. Standard separation maintained. I was in position as the RADAR controller when I observed an FIS squawk in the vicinity of Wellesbourne Mountford indicating altitude 3000'. I had an inbound aircraft downwind left for 33 at the time, and advised the inbound that the FIS squawk was outside CAS. After turning the inbound for the RNAV procedure, the FIS squawk began to climb, reaching as high as 4800' - although no separation was lost. I phoned London FIS who gave me the aircraft's details. I asked for the C172 to call me to validate and verify his level. He confirmed he was level at 4700' on my QNH 1019 (indicating 4800' on Mode C) and apologised for infringing CAS. C172 was inside CAS for approximately 3 minutes (0800 - 0803z). I passed on the Watch Manager's number and asked the pilot to call in order to complete the necessary paperwork involved.</p>					
CESSNA 172	LYCOMING 320 FAMILY	Cruise	SAM	05/07/2014	201408951
<p>Infringement of the Southampton CTA (Class D) by an unknown aircraft squawking 0460, indicating 2800ft. Aircraft identified as a C172 under a Traffic Service from Farnborough. Standard separation maintained. 0460 squawk observed tracking NE towards NW CTA boundary in the vicinity of Chilbolton indicating 2800ft. Coordinator contacted Farnborough and reminded ATCO of requirement to remain outside CAS. Contact then appeared to turn left onto a more Northerly heading as it approached the airspace boundary and AIW alarm initiated although it was difficult to confirm whether the A/C had crossed the line. The A/C also continued a climb to 3400 ft. Subsequent communication with Farnborough gave details of A/C as C172 on a local flight. Supplementary 07/07/14: I was working LARS West when C172 called requesting a traffic service. When I identified C172 he was South West of Chilbolton at 2800' I told him it was a reduced traffic service due to his range and altitude and advised him that there were a number of contacts in his area indicating 1000'. C172 tracked East bound towards the Southampton zone but I thought he was still clear of it as the fillet to the North West of the zone is not marked on our overhead displays and the altitude of the base is not marked on our radar video map. C172 continued East and I told him to turn North but thought we had remained outside of the main part of the Southampton zone.</p>					
CESSNA 172	LYCOMING 320 FAMILY	Cruise	LFMV (AVN): Avignon Caumont	16/05/2014	201409535
<p>Alternator pulley nut detached. When the aircraft landed, the pilot was concerned as to the amount of grass in the air filter, the pilot asked a local Maintenance Organisation to clean and replace. When the Maintenance Organisation removed the engine cowl they became aware that the Alternator Pulley Nut had become detached and was lying in the bottom of the cowl. A few days prior the aircraft had had an overhauled alternator from stock fitted. P. No DOF10300J (ES4000) which was an overhauled item. It would appear that the pulley nut had not been tightened to the correct torque. The maintenance organisation (MO) are in possession of the nut that had become detached and it would appear that this item had not been checked prior to being released. Had the pulley become detached from the alternator whilst in flight, the potential outcome could have become very serious and the damage could have been very severe. MO are in possession of the nut that became detached also photos taken at the time showing the alternator and detached nut.</p>					
CESSNA 172	LYCOMING 320 FAMILY	En-route	EGBB (BHX): Birmingham	17/07/2014	201409596
<p>Infringement of the Birmingham CTA (Class D) by a C172 squawking 7000 at 3000ft. Traffic info and avoiding action given. Separation lost. I was the Radar Controller on duty when the AIW tool indicated penetration of Birmingham CAS CTA6 (base 3500ft) at 4000ft. Shortly afterwards the Mode C indicated the contact descending below CTA 6. The traffic levels were moderate with ATSOCAS an inbound from the South and one inbound from the North via CHASE. The Mode S on RDP did not give a call sign so I made a blind transmission. The aircraft was squawking 7000 and unknown traffic. At this point I perceived that the aircraft had turned South away from CAS and was aware of his position and the AIW may have been in response to a different QNH setting. However a little later the contact was observed SE bound entering Birmingham CTA 1 and 5 at 3000ft. With the inbound from the North approaching CHASE an avoiding action turn was given in an attempt to achieve the required minimum of 5miles and 5000ft. At this point I recognised that an aircraft that had called but told to standby or perhaps I had not acknowledged it. The ATSA had actually written a strip for the call sign as I was busy at the time so did not have the details immediately in front of me. However I had a hunch that this might be the infringing traffic. I allocated a squawk and identified the aircraft. The pilot admitted that he may have been inside CAS but was replanning to remain clear. His intended track was to have transited Birmingham CAS VFR direct to BKY VFR. The pilot apologised on the R/T. Although the pilot apologised on the R/T I requested the pilots contact details via AFTN message to EBCI upon landing. I trust that this information will follow.</p>					
CESSNA 172	LYCOMING 320 FAMILY	Rejected take-off	EGBE (CVT): Coventry	09/06/2014	201407559
<p>Rejected take-off due to birdstrike. Fuselage struck. The fire station manager informed us that he will also file a bird strike report on behalf of the airport. ATC was informed of bird strike and the fire service recovered the remains and identified it to be a buzzard.</p>					

CESSNA 172	LYCOMING 360 FAMILY	Level off- touchdown	EGAD : Newtownards	06/06/2014	201407316
<p>Aircraft bounced on landing and left the side of the runway. Aircraft bounced on landing, this caused the aircraft to leave the runway and impact the grass area to the side of runway 15. Of the four POB no injuries have been reported at this time. As a result of the accident damage was reported to both the landing gear and underside of the aircraft.</p>					
CESSNA 182	LYCOMING 540 FAMILY	Landing	EGKA (ESH): Shoreham	29/06/2014	201408876
<p>Aircraft made an unauthorised out of hours landing. Pilot had been contacted and he claimed that nobody told him that the aerodrome hours had changed and Pooleys' guide hadn't updated him. Reporter has raised concerns around safety as minor works is authorised 'out of hours' to save disruption.</p>					
CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	En-route	GOW	18/07/2014	201409642
<p>Infringement of Prohibited Zone EGP502 by a C182 squawking 260. . At the time of the incident I was the Glasgow INT controller. The previous controller had been given details by Prestwick Radar on the C182 . The pilot called and I gave him a Basic Service as requested. I then issued a squawk of 2603, informed the pilot that he was identified and stated that it remained a Basic Service. As the aircraft continued toward Cumbernauld it became apparent that it may infringe P502. I instructed to pilot to remain clear of the Prohibited Zone. This didn't seem to make any sense to the pilot although he acknowledged it. I subsequently passed an instruction to take up an easterly heading to remain clear of the Prohibited area which he did for a brief period of time. The aircraft then turned back again toward P502 and the pilot was again instructed to take up an easterly heading to remain clear of P502. The pilot again seemed to comply but shortly afterwards infringed P502, entering it to the South by approximately 1nm. The pilot then seemed to understand what I meant him to do and took up an easterly heading to exit the Prohibited Zone. A helicopter called reroute from the Clyde Heliport to a task to the NE. In the absence of any instructions I asked him to remain in the Cumbernauld area, since I suspected he would be retasked to investigate the crew after they landed at Cumbernauld, and I gave him a brief explanation for the request. I manoeuvred C182 around P502 to Cumbernauld by suggesting headings to him and then transferred him to 120.6. After a protracted period, during which the crew of the helicopter observed the aircraft landing at Cumbernauld, the decision was taken that Police ground units would attend Cumbernauld Airfield and the helicopter could continue to his original task. This was conveyed to the helicopter by myself with my apologies for the delay to him.</p>					
CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Cruise	EPEL : Elblag	13/07/2014	201409837
<p>Foreign Accident: Uncontained failure of the engine. Connecting rod and gudgeon pin of nr2 cylinder out of the crankcase, LH magneto torn away. Subject to foreign Authority investigation.</p>					
CESSNA 182	LYCOMING 540 FAMILY	Scheduled maintenance	EGTK (OXF): Oxford/Kidlington	10/07/2014	201409246
<p>Nose landing gear lower attachment fitting found cracked. During a routine option 4 scheduled maintenance event, the nose landing gear lower attachment fitting was found to be cracked on the lower right and left attachment lug. Further investigation to be carried out. Preventative measures current fleet grounded for initial inspection of the effected parts, manufacturer informed. Internal repetitive inspection to be carried out at 25 hours as an out of phase item, until further guidance and information is received from the manufacturer.</p>					
CESSNA 182	LYCOMING 540 FAMILY	Cruise	EGDD : Bicester	14/05/2014	201409330
<p>UK AIRPROX 2014/106 - C182 and a glider 1.04 nm NE of Bicester.</p>					
CESSNA 310	UNKNOWN	Cruise	EGHF : Lee-On-Solent	09/07/2014	201409878
<p>UK AIRPROX 2014/115 - C310 and a DHC1, 1nm North of Lee-On-Solent in Class G airspace.</p>					
CESSNA 402	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Cruise	EGHI (SOU): Southampton	10/07/2014	201409234
<p>Alleged loss of separation between a C402 and a DHC8 due to an alleged infringement of the Southampton CTA (Class D). C402, 0430 squawk had been pre-noted by Farnborough to Solent Coordinator. A/c called on frequency 2nm North of Solent CTA boundary. DHC8 had departed R/W02 northbound, passing approx 3400ft, 5nm North of SAM. I advised the C402 that they were 2nm from the CTA boundary and instructed the C402 that they would need to take up and immediate orbit to remain outside CAS. DHC8 was instructed to turn right heading 060deg due relatively poor rate of climb. It soon became obvious that the C402 would enter the Solent CTA. I issued the DHC8 avoiding action to turn right heading 090. C402 entered the Solent CTA resulting in a loss of separation with the DHC8. I issued the C402 with a squawk and established flight rules before issuing a clearance. I advised the C402 that they had entered the CTA, however the C402 stated that they believed they had remained outside.</p>					

CESSNA 510	PRATT & WHITNEY (CANADA) Other (PW615F-A)	Normal descent	EGHH (BOH): Bournemouth/Hurn	12/05/2014	201405987
<p>Microphone switch jammed. On our last flight of the day, a positioning sector, we experienced a stuck microphone switch. The first sign of the stuck mike was a very quiet ATC, which alerted us to the fact that we had the "TX" showing in the COM section on both PDFs. Already transmitting, we advised ATC of our situation who in turn managed to 'cut through' and hand us over to a discrete frequency to isolate us from other aircraft communication. Not knowing which side was transmitting we went through a quick round of troubleshooting and found out that it was the left side switch and that it affected both COM 1 and COM 2. Since this rendered any 'left pilot' communication with ATC and Intercom impossible we transferred the radio communication to the PF on the right side. The left pilot MIC stayed on COM2 and with a frequency set that wouldn't interfere with ATC. Then by listening in on COM1 we were able to both stay in the loop. ATC was very helpful and we landed without further issues.</p>					
CESSNA 525	WILLIAMS FJ44	Standing	EGWU (NHT): Northolt	30/05/2014	201407002
<p>Luggage door not secured correctly. Whilst carrying out a supervised aircraft departure on a C525A it was noticed by the VASS handler that the rear aircraft luggage door (situated below Port Engine) was not secure. (The aircraft was closed up and crew visually indicating for an engine start). The aircraft handler denied the request and conveyed the problem with the luggage door. One of the crew vacated the aircraft secured the hatch and aircraft then departed normally.</p>					
CESSNA 525	UNKNOWN	Normal descent	EGVO (ODH): Odiham	29/06/2014	201408642
<p>Altitude deviation. Aircraft descended below cleared altitude of 6000ft. I was working as the Approach Radar controller when aircraft inbound through CPT reported on frequency. I think the pilot reported that he was descending to altitude 4000ft but I am not sure, however his mode S readout showed he had selected Altitude 4000ft. I queried the pilots cleared level and he replied 4000ft. I then stopped the aircraft at 6000ft to remain inside CAS clear of Lasham before giving him further descent to leave CAS. I called London to confirm what level they had cleared him to and they replied 5000ft. A short while later I called London just to confirm what level they had given the aircraft. They checked the strip and they had actually stopped him at 6000ft by accident - so 6000ft was his cleared level, not 5000ft as per the standing agreement.</p>					
CESSNA F172	LYCOMING 320 FAMILY	Cruise	EGLC (LCY): London city	01/07/2014	201408722
<p>Infringement of the London City CTA (Class D) by a C172 at 2000ft. Traffic info given. Standard separation maintained. CAIT was seen on C172 infringing the City CTA. Tower was called. A318 had already been cleared for take off rwy 09. Southend was then called to have the a/c descend back out of CAS.</p>					
CESSNA F172	LYCOMING 320 FAMILY	Cruise	EGCJ : Sherburn-In-Elmet	21/06/2014	201408156
<p>Birdstrike with damage to the leading edge. PAN declared and aircraft returned. 1000ft straight and level flight QNH 1019, established on right cross wind leg. Large black bird (perhaps a buzzard or heron, large wing span) appeared to fly swiftly up towards the aircraft striking the leading edge from slightly below. Resulting damage was significant dent approximate 60cm wide, 5cm deep. PAN declared and returned immediately.</p>					
CESSNA FA152	LYCOMING 235 FAMILY	Initial climb	EGTO (RCS): Rochester	27/07/2014	201409921
<p>RH door window detached in flight. RH door window opened by itself on the climb out on Runway 34. Instructor attempted to close the window, which subsequently detached from its hinges and fell to the ground. The window did not impact any other surfaces on the aircraft and no persons were injured in the aircraft or on the ground. Window was found within tennis courts situated on the runway 34 climb out. Incident reported to the airport and aircraft grounded for school/club use until aircraft returned to serviceability and aircraft owner informed.</p>					
CHAMPION 8KCAB	UNKNOWN	Cruise	EGSS (STN): London/Stansted	24/06/2014	201408545
<p>Infringement of the Stansted TMZ 2 (Class G) by a Champion 8KCAB. An aircraft squawking 7010 with no mode C infringed Stansted TMZ 2 and caused a B737 to be delayed. The infringer went on to do circuits at North Weald, whom I called to ascertain the aircraft's details.</p>					

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Intermediate approach	EGBJ (GLO): Gloucestershire	09/05/2014	201405774
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Full emergency initiated for aircraft diverted in with low manifold pressure.
Aircraft diverted en-route, reported 14nm south west with a low manifold pressure and requested a visual approach for RWY27. Initially, a local standby was called at 1123Z but immediately up-graded to a full emergency. A right-hand downwind join was co-ordinated with Tower. At 4NM the pilot commenced an orbit to lose height. He requested if he was visual from the tower and if any smoke was visual coming from the aircraft. No smoke was observed by the tower at any stage. The aircraft landed safely at 1131Z with the emergency services in attendance.

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Cruise	EXMOR	22/06/2014	201408180
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Infringement of Airway N864 (Class A) by an SR22 at FL70. Traffic info given. Standard separation maintained.
London FIR squawk observed close to the western of N864, approximately abeam EXMOR, at FL70 with FL75 showing on Mode S. Telephone call made to London FIR to instruct the aircraft to turn to the south or south west immediately to remain outside controlled airspace. London FIR advised they would transfer the aircraft to my frequency as they cannot issue turn instructions to aircraft. The aircraft did not call and continued on a south easterly track through N864 at FL75. The squawk was then seen to change to 0426 (Exeter radar) heading towards Dunkswell paratroop zone which was active with a Beech 99 climbing to FL150. Traffic information was passed to the Beech 99. Exeter were contacted to request the 0426 squawk be kept clear of the drop zone. The controller stated that the aircraft had called them unexpectedly and they knew nothing about it at that time. The SR22 then called on my frequency and it was established that this was the infringing aircraft, an SR22 routing EGFE to LFRC. It was ascertained the flight was being conducted under VFR. The pilot was advised they had infringed controlled airspace and that a report would be filed. The pilot was instructed to make contact as soon as they land. The pilot was then told to remain outside controlled airspace and to call en route to their next agency. Safety was not compromised and there was no loss of separation between the SR22 and the Beech 99. The pilot has contacted the unit and advised that they had climbed from FL55 to FL75 to remain clear of cloud.

CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX 912	Landing	Hunsdon Airfield	29/06/2014	201408685
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UK Reportable Accident: NLG collapsed on landing. Damage substantial. No injuries reported to 2 POB. AAIB AARF investigation.

CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX 912	Change of cruise level	DET	21/07/2014	201409781
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Suspected faulty transponder issue concerning a Cyclone microlight resulted in disruption to London City inbound and outbound movements. Traffic info given.

CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX 912	Level off- touchdown	Sulby Airstrip	22/07/2014	201409954
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UK Reportable Accident: Caught standing crop on landing. One POB, injuries to be confirmed. Wing damaged. Subject to AAIB AARF investigation.

DE HAVILLAND DH82	DE HAVILLAND GIPSY MAJOR	Final approach	EGWU (NHT): Northolt	13/06/2014	201407672
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Infringement of the London CTR (Class A) by a DH82.
I had just taken over the Tower controller position and had no aircraft on frequency. I received a free-call on the tower freq' from a Tiger Moth expected to arrive one hour later. Telling the aircraft to stand by, I intended to hand the aircraft over to the radar controller so phoned him to confirm which frequency to send it to. At this point the Tiger Moth free called again stating he was down wind for runway 25RH. The ATCO observed the aircraft out the window, late downwind beginning to turn finals. The traffic lights were set to red and I issued a joining clearance with the QFE, which was not read back. I then attempted to ascertain the POB, still receiving no reply. With the aircraft on short finals I issued a landing clearance which wasn't acknowledged. On arrival, the aircraft taxied on to Charlie Taxiway without instruction and free-called me on Ground freq' shortly after.

DE HAVILLAND DH82	BRISTOL GIPSY MAJOR	Final approach	EGKA (ESH): Shoreham	29/06/2014	201408588
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White smoke observed while aircraft on final approach.
While aircraft was on final a large quantity of white smoke was observed emitting from the A/C which stopped after a few seconds. I informed the pilot who reported "a funny smell" but otherwise seemed unworried, and initiated a local standby. Aircraft landed safely RWY07 with a few more puffs of smoke on short final. The operator contacted the tower and informed us that the A/C had been fitted with a rebuilt engine which was burning oil at a high rate.

DE HAVILLAND DH82	BRISTOL GIPSY MAJOR	Take-off	EGKA (ESH): Shoreham	06/07/2014	201409093
Rough running engine on departure. Full emergency declared. Investigation under 201312042.					
DE HAVILLAND DHC1	BRISTOL GIPSY MAJOR	Taxiing: Other	EGTB : Wycombe Air Park/Booker	17/07/2014	201409449
UK Reportable Accident: Aircraft collided with another aircraft at the holding point of runway. POB to be confirmed. Damage to both aircraft. Subject to AAIB AARF investigation.					
DE HAVILLAND DHC1	BRISTOL GIPSY MAJOR	Taxiing to/from runway	EGHR (QUG): Chichester/Goodwood	12/07/2014	201409334
UK Reportable Accident: Struck fence whilst parking. No injuries reported. Subject to AAIB AARF investigation.					
DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	Climb to cruising level or altitude	EGBE (CVT): Coventry	15/04/2014	201406339
Power loss during climb out. The crew experienced a loss of power on climb out and a burning smell in the cockpit.					
DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Initial climb	EGNE : Repton/Gamston	30/04/2014	201405432
Aircraft returned due to RH engine fire indication. Starboard engine fire indication shortly after leaving. Aircraft returned to airport lands safely. Airport and local fire services stood down. Company engineers replaced faulty temperature probe.					
DIAMOND DA42	UNKNOWN	Cruise	DTY	09/06/2014	201407454
DA42 infringed the Daventry CTA (Class A) at 5000ft. Standard separation maintained. A/c called 123.825 requesting Basic Service. The aircraft was booked for R/I at EGBE. A/c reported at 5.0 feet 10 miles SE of DTY. A/c was acknowledged and given Basic Service, advised to expect R/I 23 with a routing DTY CT;and reminded to remain outside CAS. The aircraft next reported overhead DTY at 5.0, the aircraft was reminded that he was advised to remain outside CAS, instructed to descend immediately below altitude 4500.					
DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Landing	EGKA (ESH): Shoreham	15/07/2014	201409560
Aircraft made an unauthorised landing outside of aerodrome published hours. Staff working on the aerodrome. The aircraft landed prior to the opening hours as published in the AIP. As such the aerodrome authority was not aware of the flight despite PPR requirements. As such the aerodrome was not manned with RFFS or ATS as we require. Aerodrome personnel were unaware of the aircraft and were active on the aerodrome maintaining infrastructure. This aircraft placed our personnel at risk which is unacceptable. ASTA report. Upon arrival in the VCR as I was about to commence the opening of watch check half an hour before aerodrome opening, I witnessed the aircraft state 'runway vacated' and begin taxi down K and therefore operating outside of our published hours. The surface wind at the time of the incident was 23013kt, and considering the fact he had vacated runway 02 he would therefore have landed with a tailwind. METAR: EGKA 150650Z 23013KT 8000 FEW008 BKN010 18/17 Q1018+					

DRUINE D62	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Cruise	DBN	03/07/2014	201409013
<p>Uncooperative conduct demonstrated by pilot flying an overhead transit in Class G airspace. I was the Zone controller (approximately 1438Z) when an aircraft (NON SQUAWKING) called up on 126.7MHz requesting a Basic service (BS) and a transit through the ATZ. At the time I was working 4 BS aircraft and 2 Traffic Service aircraft in a high traffic density. To facilitate a safe overhead transit, I asked if he could accept a left hand orbit to allow me to liaise with the Approach Controller to deconflict with fast jets inbound. I believe that the RTC was about to become or was already active and requested that he fly at 3000ft QFE for safe deconfliction. The pilot subsequently challenged this to which I told him the radar pattern was active, and a Jet was descending from high level from the West and we were trying to facilitate the needs and safety of all aircraft. He refused to fly not below 3000ft QFE so I asked him again if he could conduct a left hand orbit to eliminate the possible chance of conflict, to which he replied "that is not my problem". The pilot then refused to do this and said at 3000ft QFE he would be clear of the MATZ and ATZ so would go on route. I then asked him to remain on my frequency as an attempt to agree a safe course of action for all aircraft, which resulted in him telling me he was in an open IFR, and I cannot 'control' him. The Supervisor then spoke to the aircraft to try and emphasise the need for an agreement. The pilot repeated what he had said to me, and then changed on route. At no point throughout the transit did I try to control him, I simply tried to ensure that he was safely deconflicted from our traffic and exercise my Duty of Care to both him and by proxy the other ac. Supervisors Narrative: I was ATC Supervisor during the period when an aircraft was on the Zone frequency, I heard the Zone controller request transit through the overhead at 3000ft QFE. The traffic situation was busy on all frequencies with multiple ac on recovery so to ensure safe transit for all ac, I as Supervisor asked for the above mentioned ac to put in an orbit to build in a degree of separation. The ac refused this, and was notably obstructive to my Zone controller. I then went out on the frequency to assure the pilot that we were not trying to impose a course of action, just ensure a safe routing through a busy portion of airspace. He seemed incensed and tried to enter into a debate on the Zone frequency, I refused this and advised him to contact me when he landed via landline. On speaking to the individual, he acknowledged his unprofessional approach to this but had become frustrated recently with over controlling by local ATC units under a BS, I assured him this is never the intention but controllers will exercise a Duty of Care to ensure that all ac can operate safely.</p>					
ECLIPSE AVIATION 500	PRATT & WHITNEY (CANADA) Other (PW610F-A)	Cruise	EGBE (CVT): Coventry	30/04/2014	201405343
<p>PAN declared and aircraft diverted due to trim tab failure. Aircraft called on frequency and shortly afterwards requested to divert as there was a problem with pitch trim. When asked if the situation wanted to be upgraded to a PAN they did and were asked to set 7700 (it wasn't set by pilot after being told) and given a range check to touch down. A diversion was co-ordinated and the aircraft was given vectors and descent for the airport and handed over to APC. Supplementary 30/04/14: Radar was passed details of an a/c wishing to divert in by another radar ATSA. The BB radar ATCO then told me that the a/c had in fact called a PAN with 'trim tab' failure and had requested to divert in to with the possible control surface problem. The a/c was vectored for a 12 nm long final ILS approach for rwy 23 and landed safely with a Full Emergency initiated with the RFFS & outside services. After landing the a/c taxied to parking normally and later departed to complete its journey.</p>					
EUROPA EUROPA	BOMBARDIER ROTAX 912	Initial climb	EGHO : Thruxton	30/06/2014	201408656
<p>UK Reportable Accident: Pilot door came off in flight. Precautionary landing and door impacted left lower surface of stabilator. Extensive airframe damage. Subject to AAIB AARF investigation.</p>					
EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	Cruise	Warrington	17/06/2014	201407914
<p>Infringement of the Manchester CTA (Class D) by an EV97. Standard separation maintained. On duty as the Manchester Approach South Radar instructor with trainee, we noticed a 7366 code setting of the AIW. We tried to raise the pilot as he was using the listening code but to no avail. The a/c was North of Warrington in the lateral confines of the Low Level Route but climbed to altitude 1.8A. The a/c then reset code 7000 and tracked toward's Barton. We called Barton and asked if the a/c had called them. We obtained the a/c registration from the RDP. The a/c was inbound to Barton and we asked them to get the pilot to contact the Manchester Airport supervisor. I asked Manchester Director to contact West as they had an airliner airborne on a Walsy SID. They had not noticed the AIW but maintained 5nm separation. Supplementary 02/07/14: Flying North in Low Level Route (1100 feet) passed Thelwell viaduct VRP on my right proceeded to turn on a heading for Barton and started to climb when I believed I was out of the low level area and at the same time changed radio and transponder settings to Barton 120.250 and 7000 squawk . I climbed to 1900 ft and proceeded in the direction of Barton for an overhead join. I was also using a GPS to navigate for the first time. I believed I was clear of the Low Level Route. I have looked at the maps and analysed my route to be certain of the boundary line and also studied the GPS device and display settings. I also need to make sure the transponder setting is changed prior to the radio frequency .</p>					
EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	En-route	Henley	20/06/2014	201408070
<p>Infringement of the LTMA (Class A) by an EV97 at 3800ft. Standard separation maintained. Working on NW bandboxed. B737 on a GW CPT departure maintaining 5A and unable to climb due LL traffic. Noticed an infringer EV97 NW HEN by 3nm indicating between 3.6A and 3.8A, at which point I turned the B737 onto a heading of 195 in order to make sure the blips would not merge and when able climbed the B737 to 6A.</p>					
EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	Initial climb	Over Farm, Gloucestershire	05/07/2014	201409036
<p>UK Reportable Accident: Aircraft failed to climb on take-off and crashed into field. Damage to propeller, nosewheel and wing. One POB, no injuries reported. Subject to AAIB AARF investigation.</p>					

FLIGHT DESIGN (MC)	BOMBARDIER ROTAX 912	Cruise	Harlow, Essex	16/07/2014	201409700
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Infringement of the Stansted TMZ 2 (Class G) by an unknown aircraft squawking 0013. Aircraft identified as a Flight Design. 0013 squawk (NMC) observed on SE'ly track. Blind Tx no response, then directed call to Flight Design (derived from mode S data) also no response. Luton radar asked to try, and it was determined to be listening out with them. My understanding would be that display of 0013 without mode C and listening out on Luton constitutes non-compliance with the rules governing the TMZ, and therefore an infringement. What did emerge, however, was the fact that Flight Design was at 1370ft alt, and therefore outside CAS. What also emerged was that he thought mode C should have been on. The requirements of the TMZ have never made provision for a mandatory transponder check prior to transit, so the chance to avoid precisely this scenario was not offered to the pilot.

FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX 912	Landing	EGLS : Old sarum	02/07/2014	201408881
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UK Reportable Accident: Heavy landing. Damage to nose landing gear. Two POB, no injuries reported. Subject to AAIB AARF investigation.

FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX 912	Cruise	DALRY	16/06/2014	201407821
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Infringement of the Glasgow CTR (Class D) by a C42.
Working as INT when PK phoned to advise that one of their aircraft, a C42, had infringed CAS adjacent to DALRY following a GPS failure and was squawking 4501. As I took the call the 4501 squawk appeared approx 1 mile in CAS and then turned away. No other traffic in the vicinity.
Supplementary 18/06/2014:
C42 was in receipt of a Basic Service transiting VFR between Kirkbride and Mull. On first contact with Prestwick App. on 129.450 the pilot stated his intended routing as via Kilmarnock and Bute en-route to Mull. The pilot was given a Basic Service, the local QNH and advised to remain outside CAS and report at Kilmarnock; all of which the pilot read back. The Pilot subsequently reported at Kilmarnock some time later. A few minutes after his position report at Kilmarnock the pilot stated he had a problem with his GPS and was having trouble navigating. The pilot was then instructed to squawk 4501. The SSR code subsequently displayed indicated that the a/c was approximately 1nm within the EGPF CTR at this point. Coordination via telephone with EGPF was then carried out and the pilot instructed to take up a heading to the NW whilst maintaining VMC to clear the EGPF CTR. Soon thereafter I advised the pilot that he should turn further left and route via the obvious line feature of the coastline to his West, again whilst maintaining VMC. This he elected to do. The pilot was then given subsequent information to avoid R515 and advised he required no further assistance and had elected to land at Bute. The pilot was requested to contact Prestwick ATC by telephone after landing on Bute in order to attain contact information for EGPF to facilitate reporting action. This information was subsequently passed to EGPF via telephone.

GREAT LAKES	UNKNOWN	Cruise	EGSX : North Weald	15/06/2014	201407763
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Infringement of the Stansted TMZ2 (Class G).
A non squawking aircraft infringed the Stansted TMZ2, which caused me to give avoiding action to a B737 inbound to Stansted. I phoned North Weald to ascertain the infringer's details.

GROB G115	UNKNOWN	Cruise	Not specified	03/07/2014	201408829
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Aircraft flown by student pilot with instructor, cleared to not above 2000ft, was observed indicating 2400ft. Standard separation maintained.
Aircraft departed for a local flight, on a Standard Exit, VFR, not above 2A. The aircraft was transferred to the approach frequency 119.1, but the aircraft never called approach. It was then observed by the radar controller indicating A024, so radar called me in the tower to request aircraft's level. The aircraft was still on the tower frequency and I confirmed with the aircraft that their clearance was not above 2A, which they confirmed so I queried with them their actual altitude. The pilot then apologised and said they were descending. The aircraft was then transferred to approach.
Supplementary 18/07/14:
This incident was caused by distraction resulting in a lapse of monitoring of the student. As a result of the report all pilots have been reminded of the requirement to remain below 2000' as per the departure clearance. The pilot climbed above their cleared level. When challenged by the controller they readback the correct clearance and descended to the correct level.

GROB G115	LYCOMING 235 FAMILY	Landing roll	EGBE (CVT): Coventry	07/07/2014	201409068
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Aircraft lost control on landing and clipped wing and tail on runway.
I was on duty as the ADI controller aircraft was in the visual circuit and had completed one successful touch and go. On the second landing the aircraft seen to bounce on landing then pull back to far which caused a tail strike. The aircraft then rolled towards its starboard wing which also made contact with the runway. The aircraft then came to rest on the runway and vacated via the nearest exit under its own power before shutting down on the South Apron for inspection.
Supplementary 09/07/14:
Dual instruction flight. Report states student got low and slow. Instructor took control and wind tip struck runway. Engineer inspected the damage which he described as light and flew the aircraft to maintenance base for repair. The instructor had a similar incident on 31st May where there was very little tip damage which was inspected and immediately released to service. The common factor in the incidents was the Instructor. The Instructor has been suspended from flying pending further training with a FIE.

GROB G115	LYCOMING 360 FAMILY	En-route	EGBW : Wellesbourne mountford	17/07/2014	201409626
<p>Infringement of the Birmingham CTA-2 (Class D) by a Grob G115 squawking 7000 between 1800-2000ft. Traffic info given. I was controlling on Rad 1 and observed a 7000 squawk NW of Wellesbourne tracking towards CAS and Wellesbourne at approx 1800', identified using Mode S as a G115. I attempted to blind call the ac and also telephoned Wellesbourne but to no avail. The ac continued and entered CTA -2 in the vicinity of Snitterfield between 1800-2000'. I was working a DHC8 (1) inbound from Chase descending to FL70 so turned him 240 deg to ensure I had space to manoeuvre should the infringer alter course, I was also working a DHC8 (2) on a Mosun departure which I gave vectors to allow continuous climb above the DHC8 (1). The ac landed at Wellesbourne and the pilot was instructed to call the WM. He identified his callsign flown by a student pilot with himself as the instructor.</p>					
GROB G115	LYCOMING 360 FAMILY	Final approach	EGUY : Wyton	16/07/2014	201409722
<p>UK AIRPROX 2014/113 - Two Grob G115s on short finals to runway 26 at RAF Wyton. Missed approach initiated.</p>					
HUNTING PERCIVAL JET PROVOST	ROLLS-ROYCE VIPER	En-route	EGSS (STN): London/Stansted	17/07/2014	201409591
<p>Infringement of the Stansted TMZ2 SW (Class G) by a Jet Provost squawking 7010. Fairly fast-moving contact squawking 7010 with NMC observed tracking NNWly within the lateral limits of TMZ2. As contact approached the northern edge of the TMZ, squawk changed to 5023 now with a display of mode C. Farnborough LARS contacted, who gave details of the a/c as a Jet Provost. The transit with no mode C displayed was non-compliant with TMZ procedures. The use of transponder code of 7010 was non-compliant with its conditions of use, as the offending a/c was not operating in an aerodrome traffic pattern. Mode C was clearly serviceable on this a/c, and the requirement for a transponder check prior to entering transponder mandatory airspace would have prevented this incident from occurring. No Stansted traffic was adversely affected.</p>					
JODEL D120	CONTINENTAL (TELEDYNE) USA Other	Unknown	EGNU : Full sutton	18/07/2014	201409624
<p>UK Reportable Accident: Aircraft crash landed into a field. Damage to landing gear and propeller detached and wing bent. Two POB, no injuries reported.</p>					
LUSCOMBE 8	CONTINENTAL (TELEDYNE) USA C 75/85 SERIES	Rejected take-off	Farm Strip, Albourne	23/07/2014	201410015
<p>UK Reportable Accident: Rejected take-off and brake failure; struck hangar. Damage to wing and engine. Two POB, injuries to be confirmed. Subject to AAIB AARF investigation.</p>					
MAINAIR BLADE	BOMBARDIER ROTAX	Final approach	EGSC (CBG): Cambridge	22/06/2014	201408272
<p>Mainair Blade microlight infringed Cambridge ATZ (Class G), landed on grass R/W05 and crossed main R/W23 without ATC clearance. Whilst operating ADI & APP combined, I observed a micro light on a one mile final to runway 05. The micro light was not talking on either frequency and I started making blind transmissions. Shortly after the aircraft started making 'Zigzag' manoeuvres across the final approach, shortly after landing on runway 05 grass. The aircraft vacated the grass and begun crossing the main runway, with no clearance and before a 'follow-me' had arrived. The aircraft was then escorted to the parking area and shut down. Several aircraft were waiting to depart runway 23, but were held until the aircraft was under control and escort. The pilot advised ground staff that she was monitoring the micro light frequency, and at no time had tried to contact Cambridge ATC. The aircraft departed to a private site. Appropriate CAA action is to be taken as a result of this incident.</p>					
MAULE MX7	LYCOMING 360 FAMILY	En-route	GARMI	22/07/2014	201409896
<p>Infringement of active Danger Area EGD036 (Class G) by a MX7 at FL70. Deauville pre-noted flight approx 40 minutes earlier, and at 1802 a/c called 42miles South of the Isle of Wight at 7,000ft, but I was unable to establish 2-way comms. After several attempts to establish 2-way, I got a response, but by that time the a/c had just entered D036. The number 2 FISO had already seen on the FID that the a/c might enter D036 so called Swanwick Mil to try to obtain a DACS. Swanwick Mil response was that D036 was active with live firing and this info was relayed to the a/c. The a/c was markedly unresponsive to the info about live firing so this was reiterated several times until a/c then we observed him turning left (on the FID) to leave the Danger Area. A/c was then asked his intentions but did not seem to have any idea what to do. I informed him about Q41 and the base of airway and he seemed to have some difficulty in trying to decide on a course of action. I gave him information about the airway M185 with the base of FL105 and point ORIST at the boundary, but he did not have any idea where that was, even when told that it was 6 miles East of ORTAC. Another controller then rang Sector 21 to inform them of the situation, and also Jersey Zone, as there was a Blue Island a/c inbound to Jersey. As the aircraft still had no idea what course of action to take and didn't know where ORTAC was we suggested that Jersey may be able give him a Radar service. The response was that he would be 'flying over the top of their airspace' so didn't see the need to contact them. Other controller rang Jersey again and they said that they could provide a service to vector him out of any possible infringement situation and eventually a/c agreed to change freq to Jersey Zone on 125.2. At this point there was some interaction between Sector 21 and Jersey, see Report 100225. Once a/c was clear of the CAS Jersey rang to ask if we would take the a/c back to complete his trip, but as he was going to be routing in the vicinity of Exeter's airspace, we thought it would be prudent for Exeter to give him a service. I called Exeter to pre-note them, obtained a Squawk and Freq for them and passed that back to Jersey for them to hand him over to Exeter.</p>					

MORANE SAULNIER MS880	LYCOMING 235 FAMILY	En-route	VATRY	02/07/2014	201408774
<p>Infringement of active Danger Area D201A (Class G) by a Rallye 110 squawking 2615 at 3000ft. During the handover where I was taking over Radar 1 a discussion ensued as to a return squawking 2615 routing towards the FIR boundary from the West. I took over the position and the outgoing ATCO contacted both Dublin and Shannon and it was established that the aircraft was a Rallye 110. Blind calls to the aircraft were not answered and I communicated with London Information to see if they were two way. The aircraft entered D201A at 1007z 16.5nms south of VATRY. Eventually the aircraft made two way communication with London FIR and they transferred the aircraft to 119.650. On contact I identified the aircraft which confirmed it was the track inside D201A. A Basic Service was offered and the pilot asked to call the unit on landing. He was obviously having communications difficulties and left my frequency to talk to EGFE Haverfordwest without having cleared the frequency which increased my workload whilst I tracked the aircraft down. On landing at Swansea the pilot called and he was debriefed. He thought he was clear of the Danger Areas - Dublin had warned him they were active!. He failed to maintain two way communication in the middle of the Irish Sea with any agency and also stated his GPS was faulty. I reminded him of the Aberporth frequency and the importance of contacting us but also stressed that if in difficulty to contact D&D on 121.5 who would be able to offer assistance in such a circumstance. The pilot has been sent the infringement questionnaire for completion.</p>					
NORTH AMERICAN NAVION	UNKNOWN	Cruise	EG D017	20/06/2014	201408461
<p>Infringement of active Danger Area EG D017 (Portland) by an unknown aircraft squawking 7000. Aircraft identified as a Navion. At approx 0920 a 7000 squawk was observed in D017 transiting South - South East. After a short period of time the squawk changed to a Lon Info squawk; after subsequent liaison with Lon Info we were able to determine the callsign of the aircraft, a Navion and determine its routing. There was no hazardous activity taken place in the areas through which he was transiting so a clearance to transit the remainder of the danger areas was passed as well as a request for the pilot to contact Plymouth Mil on landing to explain the correct procedures. There was live firing being conducted in the areas to the North of the aircraft but his direction of transit suggested that he had not passed through these areas.</p>					
OTHER (Dyn'Aero MCR01)	BOMBARDIER ROTAX 912	Initial Approach	EGSC (CBG): Cambridge	16/05/2014	201406175
<p>Full emergency declared for incoming aircraft with rough running engine. At 1840z aircraft called reporting a rough running engine on 123.6. The A/C reported with two POB requesting immediate landing on rwy 23. I offered all rwys for landing as the wind was light and variable however the pilot continued for rwy 23. A full emergency was declared at 1842z and local procedures followed, D&D were informed at 1846z giving operational control to myself. I kept the aircraft on the approach frequency to reduce the cockpit work load as I was working both tower and approach at the same time. The aircraft landed safely at 1847z however upon landing the aircrafts engine failed completely, the pilot was able to start the engine himself and the aircraft then taxied off of the rwy and back to parking. The full emergency was terminated at 1854z.</p>					
OTHER (Skyranger Swift)	BOMBARDIER ROTAX 912	Cruise	EGCC (MAN): Manchester/Intl	21/06/2014	201408153
<p>Infringement of the Manchester CTA (Class D) by a Skyranger Swift. Standard separation maintained. At approximately 1402 AIW alerted me to a 7000 squawk on a bearing of 050deg at 18nm from Manchester. Unverified Mode C indicated 3300 ft QNH and Mode S showed a/c to be a Skyranger. A/c tracked towards Manchester for 2 -3 miles and then turned onto a reciprocal track and descend to leave CAS. Supplementary 02/07/14: My plan was leave EGNM control and call EGCC. Due to the short time I was to spend in area I did not. Very bad mistake on my part. I did look at the map to check heights but I saw what I wanted to see 3500ft but not 3000 to 3500 Class D. Bad mistake No 2 on my part. I had made plan, had all the relevant frequencies to hand but did not stick to it. Bad overall. Cause of incident me. My apologies.</p>					
OTHER (IKARUS C42)	BOMBARDIER ROTAX 912	Cruise	EGHI (SOU): Southampton	28/06/2014	201408548
<p>Infringement of the Southampton CTR (Class D) by an Ikarus C42. Separation lost with outbound traffic. Avoiding action and traffic info given. A primary contact was observed inside the Southampton CTR tracking NW. Avoiding action was given to both and in and outbound to Southampton. Several blind calls were made with no response. The contact turned East to leave CAS, the re-entered at the BWFA. The a/c was tracked and landed in the BWFA. The pilot was a victim of a heavy rain shower and other aircraft nearby. It was an unfortunate mistake and ATC having spoken to the pilot as soon as he realised his mistake, he rectified the problem by leaving the airspace as quickly as possible. Supplementary 11/07/14: The aircraft entered the Southampton Control Zone, whilst avoiding weather (rain shower) en route to a private airstrip inside the CTR, in accordance with the locally agreed procedures. The pilot has apologised for the incident, stress to the controller and has agreed to receive re-training and familiarisation from the operator of the strip to ensure compliance with the agreed procedures. Although a loss of separation occurred the Solent Controller acted promptly and correctly by providing 'avoiding action' to two aircraft in the correct order of priority to ensure that there was minimal risk and ensuring the lateral separation increased. The Solent Radar Controller was also pro-active in providing 'blind transmissions' as soon as it became apparent there was an unknown aircraft inside the CTR.</p>					
OTHER (Replica Sopwith Triplane)	OTHER (Warner Aircraft Corp Scarab 165)	Landing roll	EGTH : OLD WARDEN AERODROME	29/06/2014	201408598
<p>UK Reportable Accident: Aircraft struck a fence while landing. One POB, no injuries reported. Substantial damage caused. Subject to AAIB AARF investigation.</p>					

OTHER (Magic Cyclone)	UNKNOWN	Landing	EGHU : Eaglescott	24/06/2014	201408615
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Hard landing. One POB, no injuries reported.

Supplementary 04/07/14:

As I was coming in to land the plane dipped to the left. The rear left wheel hit the grass runway and the two aluminium struts on the rear left wheel bent. The trike unit then landed on grass runway.

CAA Closure:

AAIB downgrade to 'Non-Reportable' from AARF investigation. No further investigation to be progressed by the AAIB.

OTHER (MICROLIGHT)	JABIRU 2200	Cruise	EGPH (EDI): Edinburgh	29/06/2014	201408582
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Infringement of the Edinburgh CTA (Class D) by a microlight at 2800ft. Traffic info given. Standard separation maintained.

A microlight from Dundee to Carlisle routing via Kincardine, East Falkirk and Whitburn. Details were passed by Scottish FIR and entered into EFPS by the ATSA. R/T contact was established when the aircraft was approx 5nm West of Kelty VRP. A Basic Service was agreed and I asked the pilot to advise if he needed to enter CAS. He said that would not be necessary, he would be remaining clear. The aircraft is not transponder equipped but a solid primary contact was observed. The pilot made a position report at Kincardine at my request, stating his altitude to be 2500ft. I then observed the primary contact turn onto a more southerly heading. I had two IFR arrivals pending from the South. I observed the primary contact was quite close to the western edge of the CTR. As the first of the arrivals approached the western CTA (2500-6000) I asked the microlight for a position and level check. The pilot reported at 2800ft approaching Whitburn. I advised the pilot that he was inside CAS and I cleared him VFR NAB2500ft, which he acknowledged and reported descending. I restricted the first IFR arrival to 3500ft until clear. I asked the microlight to reported below 2500ft, to which the pilot responded that he now was. The other IFR inbound was also restricted to 3500ft until established on the ILS, when I passed traffic info "just in case". The microlight pilot apologised at a couple of occasions, including when first informed. With hindsight I would have used the phraseology "descend immediately..." There was no further incident.

OTHER (Breezer B600)	BOMBARDIER ROTAX 912	Taxi to runway	EGBJ (GLO): Gloucestershire	02/07/2014	201408778
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Runway incursion by a B600.

0958 B600 was given taxi clearance from RGV TO A2 as Runways 27 and 22 were both in use. 1000 B600 was then instructed to cross Runway 27 and hold at E1. The aircraft was at this point observed abeam the terminal. 1003 B600 asked to cross the runway again which was approved as there was no Instrument traffic using runway 27. When asked the position of the aircraft the pilot read back they were on taxiway Charlie having crossed runway 22. 1004 B600 was advised of the error and taxied back the correct way for departure from Runway 22. Subsequently I have been unable to contact the student pilot

OTHER (EV-97 TEAMEUROSTAR UK)	BOMBARDIER ROTAX 912	Landing roll - off runway	EGTC : Cranfield	26/06/2014	201408494
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UK Reportable Accident: LH main landing gear damaged during landing. Two POB, no injuries reported. Subject to AAIB AARF investigation.

OTHER (MICROLIGHT AEROPRAKT A22-L FOXBAT)	BOMBARDIER ROTAX	En-route	SAM	02/07/2014	201408767
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Infringement of the Southampton CTR (Class D) by a Microlight.

Primary contact observed approaching southern zone boundary in the vicinity of Beaulieu. Several blind transmissions made. Contact entered CTR at 0919 and followed a track just inside the CTR boundary by approx 1 NM before leaving the zone in the vicinity of Calshot at 0922. Telephone conversation with EGHF indicated likely aircraft.

Supplementary 02/07/14:

Pilot had approached Beaulieu VRP from the NW @ 1900ft on QNH of 1023 and then turned onto a heading of 90°m for Lee-on-Solent. During the run in to Lee had drifted North in the prevailing wind and possibly climbed in the buoyant air, into Southampton' CTR.

OTHER (BAE (DH) DH.89A DRAGON RAPIDE 6)	ROLLS-ROYCE GYPSY-QUEEN	Landing	EGHA : Compton abbas	03/07/2014	201408939
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Propeller strike on landing.

Normal approach and landing in normal landing configuration. Expecting turbulence and windshear at low level but nothing significant on approach - landing flare commenced from 65 Kts at normal height - no significant response causing flat fast touchdown which caused the aircraft to bounce. Normal recovery action carried out but aircraft pitched significantly nose down on second touchdown causing prop tips to touch the ground. After parking aircraft disembarked no passenger or crew injuries. Aircraft inspected an damage found to propeller tips. Aircraft grounded, and hangered for repair. Incident caused most likely by turbulence/roll over from trees to south of airfield, possible due to more southerly wind component at eastern end of the airfield. Windsock etc at western end. This probably caused first touchdown to be flatter and faster than planned leading to bounce. Possible excessive recovery action caused nose low second touchdown. Recommend reduced allowable southerly wind component for further operations. Also suggested to management second windsock at eastern end of airfield might be advisable.

OTHER (MICROLIGHT)	BOMBARDIER ROTAX 912	Taxi	EGAD : Newtownards	06/07/2014	201409109
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UK Reportable Accident: Aircraft taxiing struck another aircraft. One POB, no injuries reported. Damage to be advised. Subject to AAIB AARF investigation.

OTHER (MICROLIGHT)	UNKNOWN	Unknown aircraft category	EGGW (LTN): London/Luton	12/07/2014	201409312
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Infringement by of the Luton CTR (Class D) by a microlight. Standard separation maintained. A PA28 from EGMD to EGBE was a VFR transit from the SE to the NW via the 26 threshold not above 2400. As he entered the zone he advised me there was a microlight in his 3 o'clock and possibly in my airspace. I called tower and let them know what I was doing as they were expecting a military aircraft to turn in with the NDB procedure, I also shouted for the GS. There was a primary contact there tracking to the east, the traffic I had at the time was military aircraft doing an NDB approach. Luckily at this time was outbound with the procedure and so separation was not lost against the unknown. I advised the military aircraft I had to keep him away from the unknown so kept him on a heading to the east. There were two airliners behind that had to be extended due to the unknown microlight near EGLG. The unknown left controlled airspace and I let the military aircraft continue inbound. I tried to track the unknown but lost it east of my airspace. The military aircraft was at GW for training and not inbound to land.

OTHER (ESCAPADE)	OTHER (ULPOWER UL260i)	Landing roll	EGFE (HAW): Haverfordwest	17/07/2014	201409958
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UK Reportable Accident: Ground loop on landing. Two POB, injuries to be confirmed. Damage to landing gear and structure. Subject to AAIB AARF investigation.

PIETENPOL AIRCAMPER	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Landing roll - on runway	Shenington Airfield	25/07/2014	201410070
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UK Reportable Accident: Landing gear collapsed during landing. Damage to landing gear, propeller, underside of fuselage. Two POB, injuries to be confirmed. Subject to AAIB AARF investigation.

PILATUS PC12	UNKNOWN	Taxi to runway	EGPC (WIC): Wick	10/06/2014	201407991
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Aircraft travelled past clearance limit. PC12 was issued a taxi clearance to holding point Echo. Aircraft passed this clearance limit and was given a new clearance limit by ATC.

PILATUS PC12	UNKNOWN	Climb to cruising level or altitude	EGTK (OXF): Oxford/Kidlington	01/07/2014	201408847
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UK AIRPROX -2014/103 - PC12 and a BE90 on a military squawk. I had been providing a TS to the departing PC12 as he left Oxford enroute to join airways at KENET, the aircraft was on a hdg of 180 climbing to FL070 against traffic in OX hold, once the aircraft was above my holding aircraft he was released on his own nav to KENET and a joining clearance from TC SW had been obtained and the aircraft was cleared to climb FL080 and enter CAS OT KENET. PC12 reported that due to building cloud he would like to turn left 30deg to avoid I had no traffic to affect this manoeuvre and it was approved, as I has not observed traffic to affect the aircrafts route I advided him to report the weather avoiding to London and transferred him to 134.125. A few seconds later I observed a 3710 sqwark NW of EGUB MATS NW bound in a slow climb passing 4.8A no selected level observed, PC12 was already 6.2A and in a positive rate of climb. I called EGVN direct line when the contacts were approx 8-10 miles apart as I was concerned that the 3710 was opposite direction to the PC12 and still climbing. It took a little while to gain two way speech comms with EGVN, at which point I requested traffic info on the 3710, response was FL080 NW bound, I passed traffic info to EGVN on the PC12 which was now observed level FL080 3NM NW of the 3710. The response was 'roger' At the point of ceasing the call with EGVN the ac had passed and I therefore felt it too late to call TC SW to pass any relevant information. I did subsequently speak to TC Supervisor and I believe the coordinator, to offer explanation of my observation. At which point the Supervisor said that that the PC12 had been given a BS from them on contact and traffic info. I also spoke with EGVN Supervisor to pass details of the event and express my concerns and that they may recieve call from TC Supervisor. I was surprised that EGVN continued to climb the a/c towards the PC12 that was on a commonly used departure profile out of Oxford to join CAS at KENET, without calling to coordinate or req traffic info. I had not sighted the 3710 squawk till he was NW of EGUB and had put the PC12 to London freq early in attempt to assist with possible expedited climb and possible weather avoidance re-routing.

PILATUS PC12	UNKNOWN	Normal descent	EGPF (GLA): Glasgow	02/07/2014	201408801
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PC12 descended below cleared altitude. Standard separation maintained. level bust PC12. PC12 was being vectored at the end of a sequence to destination. The a/c was on a closing heading of 210 descending to 3.5ft, as he reported established on Localiser, the mode C displayed 3.3ft within the parameters for being level, but I confirmed with pilot to maintain 3.5ft, the mode C showed still descending, there is no terrain issue at 3ft, just base of controlled airspace, and I instructed the pilot to climb to 3.5ft, which he did, 2nms later he was descended to 3ft, and further with the ILS. When asked if he thought his clearance was 3ft, he replied that 3.5ft was written down, and read back, but 1st officer put in 3ft, and he hadn't crossed checked it.

PIPER L18	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Cruise	EGSS (STN): London/Stansted	14/06/2014	201407728
<p>PA18 infringing the Stansted TMZ (Class G). Traffic info and avoiding action. Stansted inbound traffic disrupted. Whilst vectored aircraft to R/W04 at Stansted PCAIT was activated on a primary only radar target at T1025 Z. The target aircraft entered the Stansted TMZ at a position SW of WARE VRP and tracked through a 9nm final for R/W04 eventually disappearing from radar whilst in the North Weald circuit. Subsequent telephone coordination revealed the aircraft to be a Piper Cub. A B737 was given avoiding action as a result of the infringement to maintain separation, though 5nm was lost between the two radar contacts they never merged at any point, the a/c also ended up vectored for a 4nm final. Another B737 was also immediately delayed due to the infringing aircraft.</p> <p>Supplementary 16/06/14: The pilot had fitted his own transponder and thought it was working. ATC spoke to him once he landed and provided the following: "I spoke with the pilot of the PA18 inbound to North Weald from Leicester. The pilot explained he had called TC Luton transiting low level through the Stansted-Luton gap and was operating his transponder. TC Luton had apparently told him they could not see the transponder. He flew not above 1000ft and transferred to North Weald West of Ware. Obviously, his transponder was still not operating as he transmitted through the TMZ. North Weald instructed him to squawk 7010 when passing the airfield information. I explained to the pilot that TC had not seen his transponder and therefore regarded the aircraft as an infringement. I confirmed with the pilot that he would depart via the delegated area, remaining clear of the TMZ and would check his transponder with Farnborough or Luton during his return flight".</p>					
PIPER PA18	LYCOMING 320 FAMILY	Cruise	EGLK (BBS): Blackbushe	21/07/2014	201409827
<p>Forced landing made in a field due to engine failure. Aircraft was at 1.6A, approximately 4nm miles NE LK when the pilot declared a partial engine failure. I advised him of the distance and direction of the nearest airfield at the time and he acknowledged this. I then informed the airfield of the problem and that the pilot may elect to land there. Shortly afterwards I noticed the Mode C reduce to 1.3A and asked the pilot if he was able to maintain height. He said no so I asked him to squawk 7700 and again advised of his position in relation to the airfield. The pilot responded that he was going to land in a field as there was a built up area between him and LK. I advised D and D and relayed the co-ordinates of his last known position. The pilot did not have time to select 7700. The pilot made an r/t call when safely on the ground and a colleague also informed the local police.</p>					
PIPER PA18	LYCOMING 320 FAMILY	Cruise	En route	30/06/2014	201408665
<p>Aircraft diverted due to engine failure caused by fuel starvation. I was working as LARS West when the aircraft declared a MAYDAY with a rough running engine. At this point, the aircraft was in the vicinity of CPT and I informed the pilot of his nearest airport and gave him the relative position and range. I also informed him of the range and position of his destination airport. My colleague on LF Approach informed the airfield of the situation and I relayed details to D&D. I was given executive control by D&D and continued to provide position updates as the aircraft approached the airfield. I asked my colleague to ascertain whether a straight in approach to rwy 01 was available and requested the surface wind. I informed the pilot that rwy 01 was available and asked if he could accept a frequency change. When the pilot was approximately 6nm from the airfield I transferred him to Tower. The aircraft subsequently landed safely.</p> <p>Supplementary 30/06/14: During pre-flight checks, I noticed that the LH fuel tank was on empty and the RH fuel tank appeared to be full. I asked an instructor there if it was safe to fly, he looked at the indicators and said the RH tank was full (he could see the cork at the top of the indicator). I set off on a planned round route. As I turned on a heading to return, the engine stopped. It started again and then stopped. I checked the mixture, fuel gauges and electrics. The LH fuel tank was registering empty (as at take-off) and the cork in the RH tank was oscillating up and down the gauge. The engine stopped again and I called 'MAYDAY, engine failed, fuel problem'. ATC asked my intentions I said I was seeking a field for an emergency landing. I was advised of the nearest airfield 9km away and I said I would head for there. I changed to LH tank and the engine restarted. I landed safely at the airfield at 13:45pm doing a ground loop on landing but landing safely with no damage to the aircraft. I was collected from the aircraft by a FLT LT who informed me that both tanks on the aircraft were empty and they had refuelled it with Avgas. He confirmed it was a real emergency and no financial charges would be made for the landing and the help. I reported the occurrence to Ops at the home airfield who sent an engineer to examine the aircraft and an instructor to fly me back.</p>					
PIPER PA23	LYCOMING 540 FAMILY	Normal descent	EGSC (CBG): Cambridge	27/06/2014	201408538
<p>Mildenhall closed Cambridge instrument approaches without notice. Cambridge ATC accepted a booking for two training approaches. NOTAMS and Met were checked and briefed. The aircraft called for start and taxi, was given an IFR clearance and cleared for take-off. After departure, clearance was to enter the CAM hold with a 20 min delay. Once in the hold, this was successively increased to 30 mins and eventually a 36 min delay. The explanation given was that Mildenhall had closed their MATZ due to a parachute exercise. (Cambridge 23 approaches enter the Mildenhall MATZ, but not ATZ.) Eventually, it was agreed that approaches would be made on 05, but 23 remained the active runway. ATC was asked what would happen if there were a commercial arrival, but the ATCO did not know. There was no NOTAM, either of the PJE nor of the unavailability of the IAPs to Cambridge 23. Clearly Cambridge ATC did not have the time or opportunity to make a plan.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Missed approach or go-around	EGMC (SEN): Southend	16/05/2014	201406183
<p>Aircraft landed unexpectedly due to rough running engine. Aircraft was conducting ILS Instrument Training on Rwy 06 at this location with stated intention to fly a missed-approach after the ILS, on the Radar Frequency of 130.775. Aircraft was continuing approach due runway occupied by a previous landing aircraft still back-tracking the runway to vacate. Radar rang me and informed that this aircraft was landing due to a rough-running engine having made a 'PAN' call (at the same time as the crash alarm was activated from the radar room) at the same time I was informing Radar that he was 'cleared for a low approach'. By the time he touched down, the backtracking aircraft had vacated the runway onto Taxiway Delta and there was no conflict. AFS responded, and as the aircraft had already landed, a local standby was called with the AFS ensuring the aircraft taxied and switched off without incident. Aircraft subsequently did a test engine run, and subsequently departed.</p>					

PIPER PA28	THIELERT Centurion 1.7 (TAE 125)	Taxi to runway	EGNH (BLK): Blackpool	31/05/2014	201407203
<p>PA28 instructed to line up R/W10 was observed to commence take-off roll without clearance. I was the ADI controller on duty at the time of the incident. The pilot had been instructed to line up 10. I was passing departure instructions to aircraft which had not yet been read back when I observed the aircraft commencing its take-off roll. Pilot was instructed to cancel his take-off and vacate the runway. Aircraft was taxied round for further departure and pilot advised that I would be filing.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGCV : Sleaf	07/06/2014	201407470
<p>Infringement of the Sleaf ATZ (Class G) by a PA28. I was the TC (Zone) controller at the time of the occurrence. A PA28 requested a BS, routing from the IOM to Wolverhampton. He was believed to be NW of SHY stating that he was at 900' on QNH 1010. After issuing the service and passing the SHY QNH 1010, the pilot continued on his route. Due to the known area of poor radar coverage I did not see any primary or secondary contact in the area of the DF spike to the NW. This was anticipated due to the ac altitude and the poor radar coverage to the NW of Shawbury. After approximately 10mins I saw a non-squawking contact WNW of Sleaf, inside the ATZ by 1/2 mile. I did not respond to this contact as it is usual for Sleaf cct traffic to be painting this way on radar. When the contact was directly W abeam Sleaf my BS squawk of 7426 displayed on radar, correlating with the previous non squawker inside the Sleaf ATZ. I asked the pilot if he was in the Sleaf ATZ and if so, had he received permission to enter their airspace. The pilot stated that he had not received permission from Sleaf and that he had been on my frequency all the time. I immediately contacted Sleaf Tower to inform them of the a/c. Sleaf stated that they had seen "something fly through" but they had nothing happening at their field at the time and they were happy for me to continue as an ATZ transit. I informed the pilot that I had gained permission for him to continue on his transit of Sleaf. I also reminded him that I could only give him permission to transit ATZ's, which I am directly responsible for. If he is requesting to transit any other ATZ he must gain specific permission from the ATZ operators to transit. To which he replied "confirmed". I contacted Wolverhampton Tower and requested that they ask the pilot to contact the Shawbury ATC Supervisor on landing. The pilot contacted Shawbury ATC on landing and I reiterated the detail reference ATZ crossing and reinforced his responsibilities regarding ATZ transits. He stated that, due to the poor weather conditions, he didn't quite realize how close to Sleaf he was and that he would ensure he followed the correct procedure in the future.</p>					
PIPER PA28	UNKNOWN	Cruise	EGSD : Great Yarmouth/ North Denes	19/06/2014	201408237
<p>Infringement of the North Denes ATZ (Class G) by an unidentified PA28.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Taxi to runway	EGBP : KEMBLE	01/07/2014	201408738
<p>Aircraft exceeded taxi clearance limit. Weather: R/W 08RH, 120/11, 9999, Nil, SCT 028, QNH 1019. Traffic Scenario: EC135 helicopter, established on late left base for R/W08 Grass arrival. PA28, established on the North Apron carrying out pre-flight checks. PA28, called ready for departure and was subsequently given an instruction to taxi to Holding Point B2. The limited taxi clearance was issued as this would prevent the PA28 entering the undershoot to R/W08 grass and thus allowing the EC135 to make an unobstructed approach. At approximately 1023Z PA28 was then seen to taxi beyond his taxi clearance limit and move towards Holding Point D1 and thus infringe the undershoot to R/W08 Grass. I immediately informed the PA28 that he had exceeded his taxi clearance limit and this was acknowledged with a reply of roger. Almost simultaneously EC135 reported final for the grass runway and was advised of the obstruction the PA28 presented in the undershoot, EC135 was content to continue his approach and landed without further incident.</p>					
PIPER PA28	LYCOMING 360 FAMILY	Cruise	Airway Q41	03/07/2014	201408830
<p>Infringement of Airway Q41 by a PA28. PA28 was transiting South to Jersey from Shobdon at 3000ft on the Portland pressure 1015 on a Basic Service, after being instructed to route East of D026 the aircraft took up a direct track South. During this part of the transit the aircraft climbed (without informing the controller) to indicate a Mode C indication of 037 which put the aircraft within Q41 (base level FL35); the aircraft was then instructed to descend to vacate controlled airspace (the altitude the pilot had actually climbed to was never confirmed although the Mode C was verified on the initial contact). There was airways traffic transiting Q41 in the opposite direction at FL45, this traffic only closed to within 15 nm before the PA28 vacated controlled airspace. Upon initial questioning the pilot was unaware of the airway stating it did not appear on his GPS, after a few seconds and further prompting of the routing and positioning of the airway the pilot was subsequently able to identify the airway on his GPS stating that he was sorry but was concerned about staying clear of D031. The pilot contacted me by phone once he had landed and stated that he had originally planned to transit through the Portland Danger Areas as they were not NOTAMd as active, he also confirmed that he had climbed above 3500ft. I re-briefed him on the activation timings of the Danger Areas and sent him the link to the Infringement Analysis Form for completion.</p>					
PIPER PA28	LYCOMING 360 FAMILY	En-route	EGGW (LTN): London/Luton	07/07/2014	201409063
<p>Infringement of the Luton CTR (Class D) by a PA28 at 1800ft. Standard separation maintained. PA28 activated CAIT at 1800ft whilst infringing the SW corner of EGGW zone, tracking NW. PA28 was identified using mode S.</p>					

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGTK (OXF): Oxford/Kidlington	08/07/2014	201409198
<p>Infringement of the Oxford ATZ (Class G) by a PA28 at 1500ft. Traffic info given Primary only return was observed to enter the ATC to the NW and fly directly overhead. The DSATCO was dispatched to the VCR and observed a P28A white upper red lower fly overhead circa 1500ft - the visual circuit altitude. Blind calls were made on 127.775, 125.325 (old App frequency) and the Twr frequency but to no reply. The aircraft was non squawking. The aircraft subsequently orbited at Oxford City and called Brize Radar who transferred the aircraft to Oxford Radar. The aircraft ID was subsequently confirmed from Wellesbourne and the aircraft reported to be transponder equipped but could not get the device to operate. The aircraft was placed under a Basic Service and returned to Wellesbourne.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	Solent CTA	14/07/2014	201409406
<p>Infringement of the Solent CTA (Class D) by a PA28 at 2300ft. Traffic info given. Standard separation maintained. At 1620 a 2650 squawk was observed close to the north western edge of the Solent CTA indicating approx 2500ft, this shortly afterwards activated the AIW as the aircraft initially headed east before turning to the south west, descending to 2000ft and away from CAS. During this time my co-ordinator was obtaining details from Boscombe, who indicated it was a student and they were turning him away from the Solent CAS. I continued to monitor the contact closely and after approximately 1 minute the return made a turn to the east toward CAS again and climbed to 2300ft. My co-ordinator again rang Boscombe to instruct them to turn the aircraft away. During the infringement an airliner was inbound approaching PEPIS, I instructed the airliner to continue present heading to stop the turn towards the SAM from PEPIS, the pilot announced that they had started the turn and the heading was 185 degrees. As the infringing aircraft turned right into CAS I turned the airliner further left onto 160 degrees to ensure there was no loss of separation. The infringing aircraft left CAS to the north and the minimum distance between the airliner and the infringer was approx 7.5nm and 4700ft.</p>					
PIPER PA28	UNKNOWN	Taxiing: Other	EGTE (EXT): Exeter	14/07/2014	201409411
<p>Runway incursion by a vehicle. Aircraft holding at Holding Point Charlie was given permission to cross runway 26, taxi to Holding Point Foxtrot 1 and to keep speed up (due to circuit traffic). The aircraft crossed the runway as directed. The assistant noticed a vehicle entering the runway at VHP1. The vehicle was not given permission to enter the runway. The vehicle was told to exit the runway immediately (the vehicle vacated to Holding Point Alpha).</p>					
PIPER PA28	LYCOMING 320 FAMILY	Intermediate approach	EGHI (SOU): Southampton	21/07/2014	201409792
<p>Altitude excursion. Standard separation maintained. I was vectoring a PA28 for the VD approach to runway 02 and had cleared the a/c to 2.5A. I noticed the Mode C readout indicated 2.3A and queried the pilot to confirm he was maintaining 2.5A. As I queried the pilot, the readout went down to 2.1A. The pilot apologised and informed he was climbing back up to 2.5A which he did.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Taxi	EGBJ (GLO): Gloucestershire	23/07/2014	201409967
<p>Runway incursion by a PA28. The events described have not been checked for accuracy against the relevant RT recordings. At approximately 13:45 PA28 was given taxi instructions from the fuel pumps to Holding Point B1, crossing Runway 36. A minute later, the aircraft was observed to taxi across Runway 27 onto Taxiway E. The pilot was informed of the error and was given taxi instructions to B1 again.</p>					
PIPER PA28	LYCOMING 360 FAMILY	En-route	EGGP (LPL): Liverpool	25/07/2014	201410154
<p>Infringement of the Liverpool CTR (Class D) by a PA28 at 1500ft. Whilst carrying out OJTI duties PA28 infringed controlled airspace. Our attention was first drawn to this aircraft when tower asked if we were visual with a light aircraft on the south bank of the River Mersey (about 2nm south of the airfield). Another aircraft had been released on a heading of 210 degrees climbing to 3000ft. There was no primary or secondary cover of the zone infringer. The tower controller gave the departing aircraft a turn onto 180degrees to avoid the unknown aircraft and then coordinated this with radar. Further climb was obtained from the TMA and the heading coordinated, the aircraft was subsequently transferred to Scottish control. There was still no primary or secondary return. PA28 then called on frequency and reported his position to be similar to that of the zone infringer. He was asked to squawk 4364 with ident but this was not observed. The pilot was asked to confirm his position again. He was believed to be the zone infringer but was not positively identified. The pilot was informed he had infringed controlled airspace and was subsequently asked to leave the zone to the south. The pilot apologised and said he was unfamiliar with the area. At the closest point the aircraft were to be believed to be 3 miles apart. The minimum vertical distance was unknown but based on the pilot's report this was estimated to be 1000ft.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Level off- touchdown	EGCK : Caernarfon	30/06/2014	201409217
<p>Propeller strike after aircraft bounced on landing. After an uneventful flight, I joined overhead for LH circuit runway 07. I reported 'downwind' but on final found I was closer in than I thought and faster than expected. I bounced on contact with the runway but thought the aircraft was settling down and was surprised when it bounced again. I was unaware of the prop damage and initiated a go-around which was uneventful. Action to be taken: Further training as necessary.</p>					

PIPER PA28	LYCOMING 320 FAMILY	Cruise	Bovingdon	12/07/2014	201409340
<p>Forced landing made in a field following loss of engine power. Approx 25 minutes into the route, the engine stopped producing power. I was not able to recover the engine by switching to the other tank with the electric fuel pump on, so I was forced to pick a field to land in. I was approx 1 mile south of a VOR beacon at 2000ft. I did not put out a MAYDAY radio message, or select the Transponder accordingly, as I was now concentrating on picking a landing spot. I decided my best bet was to land on the disused airfield. This does not look like the image on Google earth, as this must have been taken a number of years ago. Of the two remaining runways only half the length of both was free to use, as a Saturday market takes up most of the south-western leg and hangars have been built on the south eastern runway. This left me with 2 halves of runways to chose from, however my altitude was decreasing rapidly and so I selected a north western heading to avoid some aerial masts and landed across the north east to south west runway, touching down initially in a corn field and running onto the runway at approx 45 degrees, I braked heavily and just stopped in the corn on the other side. Immediately people ran up to me with fire extinguishers, as car club used this portion of the runway, it looked empty to me as they were on a tea break. The aircraft was pulled out of the corn, to reduce the risk of fire to the crops. I was not hurt or injured by the forced landing, I was the only occupant of the aircraft. No fire broke out despite some fuel dripping out of the carburettor. No one was injured on the ground. The aircraft looks to be undamaged. I then phoned the local police and reported the incident. I then phoned the ATC Tower (departure airfield) and informed them also. The aircraft is still on the disused runway, until the maintenance engineer can assess the reason for the stoppage.</p>					
PIPER PA28	THIELERT Centurion 1.7 (TAE 125)	Cruise	LYNS (QND) : Novi Sad/Cenej	13/05/2014	201406491
<p>Aircraft diverted due to RPM fluctuations. RPM and Power% begin to rise. RPM overspeed 2320. Power cut from 68% to 58% and speed rduced to 80knot and RPM after this remained ca.2260. Later RPM rised to 2320. Power reduced to 54%. Gearbox temperature begin to rise 120C ca. 10 minute time duration. Landing was performed on the nearest airfield.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Change of cruise level	Not specified	23/07/2014	201409969
<p>Infringement of the Manchester CTA (Class D) by an unknown aircraft squawking 7000, indicating 2200ft. Aircraft identified as a PA28. The PA28 subsequently indicated climbing to 2500ft causing a departing aircraft to deviate from WAL SID. At approx 1840z the AIW went off in the SW corner of Manchester Barton local flying area by a 7000 squawk indicating 2200ft. Using the Mode S the aircraft was identified as a PA28. I called Barton on the phone to ask if they were speaking to the aircraft and told them to make sure it was not below 2000ft on Manchester QNH 1020, they mentioned they could barely hear him and asked for a position of the aircraft which I gave them. The aircraft then indicated climbing to 2500ft causing an aircraft on a WAL1S departure to deviate from the SID from the sector. WAL P controller had called asking if I knew of the aircraft and I advised them that it was working Barton. I informed the WM over the phone.</p>					
PIPER PA28	LYCOMING 360 FAMILY	Cruise	Channel Islands Zone	23/06/2014	201408283
<p>Infringement of the Channel Islands CTR (Class D) by a PA28 at 4000ft. Standard separation maintained.</p>					
PIPER PA28	LYCOMING 360 FAMILY	Level off- touchdown	EGBO : WOLVERHAMPTON	02/07/2014	201408873
<p>UK Reportable Accident: Heavy landing resulting in nose gear collapse. One POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation</p>					
PIPER PA28	LYCOMING 360 FAMILY	Cruise	EGKK (LGW): London/Gatwick	03/07/2014	201409291
<p>PA28 infringed the Gatwick CTA (Class D) at 1900ft. Standard separation maintained. Operating as Gatwick Director I observed a contact on radar entering Gatwick CAS North of Lingfield wearing a 7047 squawk at 1900'. The squawk then changed to 7000 before the contact turned to the NE to leave CAS descending to 1600'. There were no aircraft on the final approach. I rang tower and asked them to stop right turn out departures although there weren't any. I did reduce the speed of the No.1 aircraft but not below a reasonable speed for that range (220kts at 22 DME).</p>					
PIPER PA28	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Initial climb	EGBJ (GLO): Gloucestershire	21/07/2014	201409815
<p>UK Reportable Accident: Aircraft suffered engine failure after take-off. Three POB, no injuries reported. Damage to be assessed. Subject to AAIB AARF investigation.</p>					
PIPER PA28RT	LYCOMING 360 FAMILY	Cruise	EGTE (EXT): Exeter	20/07/2014	201409750
<p>Infringement of the Exeter ATZ (Class G) by a PA28 at 1800ft. At 1005Z PA28 calls leaving on a "Short flight to South & West". PA28 was instructed to "Remain outside the ATZ, Runway 26 in use", which was acknowledged. PA28 was asked to "report your routing". PA28 replied: "I will pass to the North of Exeter to Kennford. PA28 entered the ATZ at 10:11 and was asked to "Report your level". PA28 reported "1900ft". PA28 was informed that he was within the Aerodrome Traffic Zone and was instructed to expedite his tracks clear of the Aerodrome Traffic Zone. PA28 tracked Westbound and left the ATZ.</p>					

PIPER PA31	LYCOMING 540 FAMILY	Climb to cruising level or altitude	DAYNE	29/05/2014	201407199
<p>Level Bust. Standard separation maintained.</p> <p>PA31 took off from EGCC, and reported his passing level. I did not hear him report his cleared level, or the SID he was flying. I had EGCC inbound aircraft against him which had been coordinated on headings to allow climb for the PA31. PA31 was turned onto heading 140 to provide adequate lateral separation prior to climbing him. PA31 was fairly slow climbing, and I thought I saw his Mode C indicate A53, but it changed straight away to 052, so I took no action. However the Mode C continued to increase to 054. Whilst my planner did the altimetry to determine if he was at 5,200' altitude I cleared him to climb to FL90. As I gave the clearance his level indicated 055. The altimetry calculation showed that FL55 on the EGCC QNH of 1019 is 5,680' altitude. I asked him what level he had been cleared to off the deck, but he did not seem to understand the question, I seemed to have confused the issue by giving him climb clearance. If I had required him to stop at 5A, I would have given that instruction, but I think this incident shows the value of both such defensive controlling techniques, and also of getting a report of the cleared level of the aircraft on departure.</p>					
PIPER PA31	LYCOMING 540 FAMILY	Take-off run	EGNS (IOM): Isle Of Man/Ronaldsway	02/07/2014	201408766
<p>A/c departed without take-off clearance.</p> <p>Supplementary 02/07/14: Took off without clearance from ATC. Had a very busy workload due to training a new employee, aircraft difficult to start and pressure from the patient's relative to meet their appointment in Liverpool. Aircraft would not start and involved myself having to exit the aircraft to connect ground power which put considerable delay and pressure on the flight. Once engines eventually started I taxied to the holding point and it became clear it was not easy to hear the company representative in the right hand seat who was being trained and she reported she could not hear ATC at all although I could. Approaching the holding point we were cleared to line up at which point I requested permission to carry out power checks on the runway. This was done and once completed I went to take off power. Once airborne ATC advised I had no clearance and advised me of what happened and stated if it was a safety (issue) they would have told me to abort as they saw everything. That is no excuse at all and I made an error under pressure to get the patient to hospital on time.</p>					
PIPER PA31	LYCOMING 540 FAMILY	Take-off	EGBK (ORM): Northampton/Sywell	04/07/2014	201409042
<p>Cabin door opened during take-off.</p> <p>I was the Aircraft Captain for a single-pilot training sortie with no passengers or crew. As the Pilot in Command, I checked the operation of the 'cabin door ajar' light during the pre-flight checks, and checked the door was physically closed and the light was out after embarking and, again checked the light was out prior to takeoff. After an uneventful takeoff in gusty wind conditions, after gear up, Tower informed me that the lower portion of the cabin door was open. I confirmed the 'cabin door ajar' light was now illuminated and reduced power, levelling at 1,000 ft, turning downwind for an immediate approach to Runway 21R. I could not see the door from my seat, but could confirm that all equipment in proximity to the door was secure. With no specific guidance in the emergency cards, I considered my options during a long downwind leg. Flying at approximately 105 kts, to minimise possible damage to the door, I assessed the handling characteristics, which required a small amount of trim input to maintain straight and level flight, with satisfactory elevator control. I elected to conduct a flat approach to maintain maximum clearance between the bottom of the door and the runway during the flare, with mid flap only and an increased approach speed - the increased landing roll reduced by the 15-20 kts headwind. I used 105 kts over the threshold as a target speed having verified handling characteristics during the downwind leg. After touchdown, I immediately reduced the left engine to idle power and subsequently shut it down after cooling. After confirming that the cabin door was still attached I taxied back to stand without event. This the second occurrence of a door opening in flight (albeit on a different aircraft). The mitigations that were put in place after the first event were all carried out properly. Nevertheless, the event happened again. The company flies several others of this type and they are not all the same. Two of the aircraft (the early serial numbers) only have a single 'door ajar' micro switch (operated by closing the lower door against the upper door). However, they also have a visual indicator that says safe when the lower door is latched on the forward latch; a check of this indicator is not in the FRCs. The later aircraft have 3 micro switches - the two additional ones confirm the latching and locking of the lower door. One micro-switch not made should illuminate the door ajar light. The pilot did not check the visual indicator because he did not know about it. Its existence is briefed during the company's ground school but, this pilot (and 2 other Company pilots questioned) did not know about the indicator either. All 3 of those pilots learned to fly the type before this ground school was put in place. In spite of assiduous checks (following the previous event) it was found that, on the subject aircraft, it was possible to put the door ajar light out without actually latching it. Therefore, while the pilot thought he had closed the door properly, he hadn't. A big push of the door from the inside might have highlighted this. A fleet check of the other types revealed that one wire was broken and, it demonstrated that the system is not actually a failsafe system. More training will be created. The CAMO and MRO are investigating upgrading the lower door micro-switch configurations of both early serial aircraft to the later serial modification state iaw SL. Checking the door locking mechanism will also be moved from AMP Check 2 to the Check 1.</p>					
PIPER PA31	UNKNOWN	Approach	EGGP (LPL): Liverpool	28/06/2014	201409185
<p>Green laser attack.</p>					
PIPER PA31	UNKNOWN	Taxi to runway	EGKB (BQH): Biggin hill	16/07/2014	201409548
<p>Runway incursion. Aircraft exceeded clearance limit to hold at D2. PA31 was instructed to taxi from Apron to Hold D2. Aircraft then proceeded to exceed taxi clearance and taxied over D2 towards runway and entered runway without clearance.</p>					
PIPER PA31	LYCOMING 540 FAMILY	Level off- touchdown	LFAT (LTQ): Le Touquet Paris-Plage	27/04/2014	201405234
<p>Tyre puncture/deflation on landing.</p> <p>Just after touching down on rwy14 I felt the aircraft pull gently to the left. About 2/3 of the way down the landing roll, we felt shaking from the LH side of the aircraft. As I expected (but was not 100% certain) that we had experienced a tyre deflation, I stopped 200m before taxiway T2. I informed ATC when we stopped that I had a suspected puncture, they sent a car for the two passengers and a crew to remove the aircraft from the runway.</p> <p>Supplementary 15/05/14: The LH main wheel assembly was removed, stripped and the individual components inspected. No obvious signs of puncture. It was concluded that the inner tube valve stem had failed and due to the lack of tyre damage, the tyre deflated gradually. New tyre and inner tube fitted, wheel assembly installed and the aircraft released to service.</p>					

PIPER PA31	LYCOMING 540 FAMILY	Taxi to runway	EGNS (IOM): Isle Of Man/Ronaldsway	19/05/2014	201406504
<p>Loss of control during left hand turn resulting in aircraft leaving the taxiway. The aircraft was cleared to line up rwy09 after stopping at A9. The aircraft speed was slow after just getting moving again after the holding point and began a tight LH turn. During the turn, the LH brake pedal pressure failed and the aircraft was uncontrollable during the few seconds it took for it to end up on the grass adjacent the taxiway. I instinctively closed the throttles fully but the combination of an extremely slippery and wet taxiway, following thunderstorm activity, the loss of brake pressure and the counteracting effect of using the RH brake to stop the aircraft meant that it was not possible to prevent the departure onto the grass. The aircraft stopped with all three wheels on the grass, and the aircraft did not strike any lights or apparatus, resulting in no damage to aircraft or occupants. The engines were shut down and the scene attended by the airport fire department.</p>					
PIPER PA32	LYCOMING 540 FAMILY	Climb to cruising level or altitude	Warwick	14/06/2014	201408842
<p>Infringement of the Birmingham CTA (Class D) by a PA32 squawking 7000 climbing to 2200ft. Separation lost. Traffic info and avoiding action given. I was mentoring a trainee ATCO on Radar1 when I noticed a 7000 squawk approaching the Warwick VRP (Jct 15 M40) area below CAS under the 3500ft stub. With the amount of VFR traffic about on a Saturday afternoon and maintaining vigilance, it was not immediately apparent that this aircraft would infringe. However as the aircraft Mode C increased to 1800ft South of Warwick I became concerned. Initially I thought this was going to remain outside on a sightseeing flight. As the trainee was vectoring the inbound B737 to the NDB/DME approach for runway 33 I highlighted this to her but the trainee indicated that she was aware of it. About this time the aircraft entered CAS and continued climb to 2200ft as indicated on the Radar display. I instructed the trainee to give avoiding action and turn the B737 to try and achieve the prescribed separation which she did immediately. Disruption was caused to the inbound B737 and an ATR42 inbound from MOSUN. The second aircraft had been given a heading which now took it toward's the infringing aircraft. The ATSA was asked to telephone Wellesbourne regarding PA32 - the callsign displayed by the Mode S who confirmed he was on frequency. Wellesbourne were asked to transfer PA32 to Birmingham Radar immediately. The aircraft called, was identified and continued en-route VFR. Avoiding action was given to the B737 but was not necessary for the ATR42. I telephoned the pilot concerned and the contact details have been passed to the investigation team. The pilot of PA32 was very apologetic and offered an explanation. He concluded it was inattention combined with flying an aircraft he didn't regularly fly. He had also been briefed by Wellesbourne about the need to avoid a sensitive area around Hampton Lucy because of noise complaints. He was conversant with the Wellesbourne 36 noise abatement and Birmingham airspace limits. He normally flies a slower Chipmunk aircraft but this time he was right hand seat in a PA32 which was much faster. It is the speed which caught him out by travelling too far North before turning left.</p>					
PIPER PA32	LYCOMING 540 FAMILY	Level off- touchdown	EGKA (ESH): Shoreham	10/07/2014	201409276
<p>A/c made an unauthorised and out of hours landing. Staff working on the aerodrome. CAA Closure: Appropriate CAA action is to be taken as a result of this incident.</p>					
PIPER PA34	UNKNOWN	Cruise	Cardiff/Bristol	20/06/2014	201408141
<p>Lack of coordination. I was the radar 1 controller when the radar 2 controller requested coordination through the "pink box" at 5000ft for a PA34 which was granted. I declined to work the aircraft. I then transferred an inbound aircraft to GD from the West, descending FL90 without coordinating the PA34 at 5000ft.</p>					
PIPER PA34	UNKNOWN	Cruise	EGSS (STN): London/Stansted	12/07/2014	201409317
<p>Infringement of the LTMA (Class A) by a PA34 at 3700ft. Traffic info given. Standard separation maintained. After Saturday's Duxford Airshow came to a close, we were prepared for a number of IFR departures routing eastbound from Duxford back to the continent. At 1726, around 13 miles north of Stansted, a Duxford departure entered Stansted CTA climbing through 3500ft without speaking to either Essex or Director. Aircraft had mode S and CAIT activated. Tried a couple of blind calls to no avail. Aircraft continued to climb and left controlled airspace a few miles later. Director was working a B737, who was descending to 4000ft downwind right for RW22. This aircraft was turned right and taken over the top of the final approach to avoid the unknown aircraft, gaining extra track miles in the process. Duxford were called and the details of the aircraft were obtained as a PA34 to LKRO.</p>					
PIPER PA38	LYCOMING 235 FAMILY	Circuit pattern - final	EGPE (INV): Inverness	09/07/2014	201409194
<p>Runway incursion by two vehicles. ATC initiated missed approach to PA38. The aerodrome authority had authorised the closure of R/W11/29 to facilitate the press launch of a new car on that runway. A high speed demonstration run by the cars was required as part of the publicity. The operational notice produced regarding this run was as follows: R/W11/29 would be closed. Cones would be used as the limiting point for vehicles to manoeuvre short of Holding Point F. The visiting vehicles would be escorted by an aerodrome authority vehicle at a speed consistent with the aerodrome speed limit from the threshold of R/W11 to the limiting point on 11/29. The visiting vehicles would then turn and commence the high speed run towards the R/W11 threshold, that is, away from R/W05/23. Just prior to the incident the escorting vehicle, callsign Fire Command 2, requested to enter R/W11/29 to escort 6 vehicles in accordance with the above which was approved by me. The vehicles entered R/W11 at the threshold. Two of the visiting cars were then seen to overtake the escort vehicle and accelerate to high speed toward R/W05/23. Both vehicles entered the active R/W23 coming to a halt just short of the 23 centreline. PA38 who was in the R/W23 circuit right base position was appraised of the situation and told to expect a go around which was instructed and executed from final. After the PA38 commenced the go around Fire Command 2 was instructed to enter R/W23 to retrieve the vehicles and escort them off 23. 0850 METAR: 26005kt 200V310 9999 FEW035 17/12 Q1022. CAA Closure: These were new drivers to the trials - The drivers had been told they would accelerate from the first set of cones at Foxtrot and brake at the second set. Apparently the driver saw the set put out for braking and hit the accelerator overtaking the escort driver. He seems to be the only one who didn't understand and the 2nd driver just followed suit. Speed trials were stopped after the day of the incursion. Safety Incident Investigation conducted and findings will be used for future events.</p>					

PIPER PA38	LYCOMING 235 FAMILY	Landing	EGNC (CAX): Carlisle	15/07/2014	201409461
UK Reportable Accident: Aircraft veered on landing, nosewheel collapsed. Damage to nose leg, propeller and engine. One POB, no injuries reported. Subject to AAIB AARF investigation.					
PIPER PA38	LYCOMING 235 FAMILY	Landing roll - on runway	EGGP (LPL): Liverpool	29/06/2014	201408585
Aircraft ground looped after landing following two go-arounds, one with a bounced landing. Student pilot performing solo consolidation flight. First approach all seemed okay. Aircraft lost from view, full power heard and 'going around' heard. On second approach very similar, bounce to about 6' seen and further go-around. Third approach nearer to eastern end RW27, aircraft appeared to touch down okay then about 2 seconds later seen to nose forward twice then start a ground loop to left through 180 degrees. Aircraft halted and pilot vacated aircraft. Visual inspection at runway showed skid marks unbroken from touchdown to leaving runway. Visible marks from prop on runway. Previous to incident, 4 touch and go's with instructor, 1 full stop landing. Student performing without issue, no concerns on ability to go solo. Student happy to continue solo. Incident reported to be captured on airport CCTV. Supplementary 29/06/14: On a visual circuit training detail, made a go-around after touching down on final landing on Runway 27. On subsequent approach the aircraft again touched down and made a go-around. A local standby was initiated discretely with RFFS to avoid alarming student in aircraft. On the next approach the it was observed to touchdown and bounce heavily. The aircraft then veered off runway at a low height and pitched nose down with tail in the air into the grass south of Runway 27. Surface wind 300/11kts. An Aircraft Accident was declared by ATC and RFFS, Local Authority Fire Service, and Airfield Operations Control all were informed. The incident was later stood down and operations recommenced after runway inspection. The AAIB were informed of what had occurred.					
PIPER PA42	PRATT & WHITNEY (CANADA) PT-6-3 (TWIN PACK)	Scheduled maintenance	EGTK (OXF): Oxford/Kidlington	28/04/2014	201405199
RH fuel tank contaminated. During inspection following feedback from crew, a large quantity of contaminant was discovered in the right hand fuel tank(s) of the aircraft. Engineering further drained tanks until clean. No damage incurred. NTP will be issued to remind crews the importance of conducting thorough fuel draining and sampling before flight. Internal investigation is ongoing with suppliers by ground operations, a comprehensive review of procedures and practices will also take place in accordance with company policy.					
PITTS S1S	LYCOMING 360 FAMILY	Level off- touchdown	EGPT (PSL): Perth/Scone	05/07/2014	201409095
UK Reportable Accident: During landing, stalled onto runway. One POB, injuries to be confirmed. Damage to landing gear, prop and engine. Subject to AAIB AARF investigation.					
RANS S6	BOMBARDIER ROTAX 503	Rejected take-off	Ashcroft Airfield	11/06/2014	201408706
UK Reportable Accident: Aborted take-off into rough grass. Two POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.					
RANS S6	JABIRU 2200	Cruise	EGPD (ABZ): Aberdeen/Dyce	06/07/2014	201408974
Infringement of the Aberdeen CTR (Class D) by an unknown aircraft showing as a primary contact only. Aircraft believed to be a Rans S6. Traffic info given. Standard separation maintained. I was on console mentoring a student. Rans S6 made several attempts to contact us for a radio check. My student attempted to establish two-way contact, but was unsuccessful on several occasions. Attempts were made to relay a message via another aircraft which also proved to be unsuccessful. The DF indicated the transmission was bearing 340-345. At approx 1420, a primary contact appeared 10 miles north of Whiterashes tracking southbound. Attempts were made to contact what was believed to be Rans S6 but no two-way communication could be established. At 1427 the contact crossed the zone boundary and proceeded to Whiterashes where it faded from radar. An inbound aircraft was delayed by extending his track approx 10 miles to keep clear of the unknown aircraft. No other aircraft were affected.					
SISLER SF2	SUBARU Other (HAPI 60-2DEH)	Cruise	Blithfield Reservoir	03/07/2014	201408840
UK Reportable Accident: Aircraft suffered engine failure and made a forced landing in a field. Two POB, no injuries reported. Damage to aircraft to be assessed. Subject to AAIB AARF investigation.					

SOCATA TB20	UNKNOWN	Cruise	EGCC (MAN): Manchester/Intl	03/07/2014	201408817
<p>PLOC and airborne security event. At approx 1105 North and East sector advised they had lost contact with a TB20. They had tried the usual methods of raising the aircraft, but to no avail. At approx 1110 we contacted D and D to attempt to raise the aircraft on 121.5, which also failed. Ops supervisor also informed. At 1115 we pre-warned EGBB and EGNX in anticipation of the matter escalating. South East sector advised to avoid by 5000 or 5nm. TC were also informed. Not long after that we stopped departures from NX and BB. D and D then advised that as a result of nothing on 121.5 the matter was with Fighter Control. At approx 1125 communications were re-established on 133.8, initially just 1 - way comms (aircraft could be heard on freq, but was not hearing ATC) by 1128, 2 way was achieved and transferred to South East sector. D and D were swiftly advised but the fighters had already scrambled, and were on their way to intercept. South East sector had an open line with the military throughout to be able to pass on military commands to the pilot of the TB20. Airfields and adjacent centres and agencies were kept appraised throughout. At about 1135 the event was cancelled, and the military returned to base, and the aircraft continued on its way. Supplementary 03/07/14: I was on duty as the AC Ops Supervisor. At approx. 1115 UTC I was advised by the duty Swanwick Mil supervisor that there was the potential of a security action event action against a TB20 a southbound flight in Prestwick ACC West 2 airspace at FL090. I advised my TC OS colleague of the potential event as the flight would shortly be entering TC Cowly sector. Within 90secs Swanwick Mil supervisor advised me that the formal action had been declared. I recalled my Watch ATSA Supervisor to the OPS room and tasked him with progressing the necessary telephone notification actions. I advised the TC OS of the incident and my own LAS North then located myself adjacent to the Swanwick Mil supervisor in order that I could provide efficient liaison between the Swanwick Mil supervisor and the TC OS as the incident was wholly contained within TC's airspace. After a further 5 mins or so it became clear that the flight had regained two way communication with Prestwick STAFF sector. The incident was cancelled shortly after. There was a small element of confusion regarding the required sterile airspace around the aircraft, largely generated by unclear coordination between the Air Defence operator and the Swanwick Mil supervisor. This generated a significant increase in workload for myself, the TC Ops Sup and Prestwick W2 LAS. The confusion was discussed post incident with the Swanwick Mil Supervisor. I also found difficulty coordinating with the Prestwick OS as the OS mobile phone does not contain the necessary quick dial number. I had to return some 30 yards across the room to make the necessary telephone coordination moving me from direct comms with the Swanwick Mil supervisor. Post incident Swanwick Mil Supervisor requested a reason for the a/c being out of communication, I requested the information from the relevant sector to be passed back to the Swanwick Mil Supervisor.</p>					
SOCATA TB20	LYCOMING 540 FAMILY	Taxi from runway	EGBG : Leicester	16/07/2014	201409690
<p>UK Reportable Accident: Loss of control while taxiing. One POB, no injuries reported. Aircraft suffered wing damage. Subject to AAIB AARF investigation.</p>					
SOCATA TB20	LYCOMING 540 FAMILY	Landing roll - off runway	EGFA : WEST WALES/ABERPORTH	18/07/2014	201409936
<p>Runway excursion on landing. Aircraft had diverted due to adverse weather at destination. As the aircraft approached to join runway 26, the pilot was advised of a moderate crosswind. The approach appeared normal. On touchdown, the RH main wheel was seen to contact the runway first, then the aircraft veered to the left and ran off the runway onto the grass area on the south side. The 'landing run' continued on the grass parallel to the runway about 25m from the edge and the aircraft finally stopped approx 600m from the 26 threshold. Aircraft taxied back onto the runway and then onto the apron and shutdown. The airport manager and the pilot inspected the aircraft, no visible damage was observed. Aircraft departed at 15:40</p>					
STAMPE SV4	DE HAVILLAND GIPSY MAJOR	Cruise	Rape Field	22/06/2014	201409157
<p>UK Reportable Accident: Aircraft pitched over inverted during forced landing due to engine failure. One POB, no injuries. Subject to AAIB AARF investigation.</p>					
TECNAM P2002	BOMBARDIER ROTAX 912	Rejected take-off	EGWN : Halton	03/06/2014	201407097
<p>Rejected take-off due to birdstrike. Propeller struck and damaged.</p>					
THRUSTER T600	JABIRU 2200	Final approach	EGNY : Beverly (Linley Hill)	08/07/2014	201409126
<p>UK AIRPROX 2014/105 - Thruster T600N and a military transport final approach R/W12 at Beverley Airfield.</p>					
UNKNOWN	UNKNOWN	Cruise	EGTK (OXF): Oxford/Kidlington	22/06/2014	201408183
<p>Infringement of the Oxford ATZ (Class G) by an unknown high wing single engined a/c. At 10:22 the subject aircraft was observed in the downwind position in the visual circuit for RW 19 indicating 1500ft (the circuit level). The aircraft continued along the downwind leg until NE of the aerodrome, the turned West, towards Blenheim Palace. From there the aircraft turned South and left the ATZ at 1900ft indicated Mode C. Blind transmissions were made on the Oxford published frequencies but to no response. The visual circuit was active throughout the occurrence and traffic info was passed. The aircraft was observed from the Tower and was a single engine high wing aircraft predominantly white with blue details.</p>					

VANS RV4	LYCOMING 360 FAMILY	Final approach	EGPC (WIC): Wick	09/06/2014	201407434
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ATC initiated a go-around to a Vans RV4 due to the aircraft being dangerously positioned on final approach to R/W13. Traffic info given. AS332 was landing and Vans RV4 was number 2 to AS332 downwind right to RW13. Caution Wake turbulence with a recommended distance of 4nm was given to Vans RV4 twice due to the AS332. Vans RV4 was seen (and reported) turning base RW13 and visual contact was lost with him due to his size, colour and speed. Vans RV4 reported final. Vans RV4 was given a 'continue approach' due to the AS332 who had not vacated the RW and was vacating via hold Charlie. Vans RV4 was then seen approximately 3ft above the RW well past the threshold. A go-around was initiated by ADC due to the ac being dangerously positioned due wake turbulence and the presence of the AS332 still on the RW.

VANS RV6	LYCOMING 320 FAMILY	Cruise	EGSS (STN): London/Stansted	20/06/2014	201408105
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Infringement of the Stansted CTA (Class D) by a Vans RV6 at 2400ft. Standard separation maintained. 7000 entered the SS CTA to the southwest 2400 and tracked SE for about 5nm in our airspace. I had an aircraft on base leg which I did not deem to be in unsafe proximity and the safest course of action was to continue for the ILS.

VANS RV9	LYCOMING 320 FAMILY	Taxi to runway	EGTC : Cranfield	20/06/2014	201408139
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RV9 taxied without a clearance. RV9 called for engine start and was asked to report ready for taxi. Shortly after a long call was made with flight details and during this call the aircraft was observed already taxiing from the Customs Apron (which is not easily visible from the ADC position in the tower) and onto the taxiway. Aircraft was instructed to hold position while flight details were established and then given onward clearance.

VANS RV9	LYCOMING 320 FAMILY	Cruise	EGSS (STN): London/Stansted	17/07/2014	201409592
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Infringement of the Stansted CTR (Class D) by a Vans RV9 at 1300ft. Standard separation maintained. Contact squawking 7010 indicating 1300ft observed transiting the very southerly corner of the Stansted CTR on a SW'ly track. The contact was inside the zone by about a mile at most, and vacated the zone again very shortly afterwards. Contact was observed to join on a left base for North Weald. No Stansted traffic adversely affected. Mode S data gave a/c i/d. I am sure it was caused by the upper SE'ly wind being stronger than the pilot had allowed for, pushing his track inside CAS.

YAKOVLEV YAK52	IVCHENKO AI-14	Cruise	EGHH (BOH): Bournemouth/Hurn	27/06/2014	201408542
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Infringement of the Bournemouth CTA (Class D) by an unknown aircraft indicating 3000ft. Aircraft identified as a Yak52. Traffic info given. Standard separation maintained. I was on duty as the Bournemouth radar and LARS controller. At 1536 a primary and secondary contact was observed about to infringe a section of the Solent CTA delegated to Bournemouth, SSR code 1200 and indicated altitude 3000ft. A number of blind calls were made on 119.475 without success, and the unknown contact then entered CAS. A departing B737 was held on the runway and traffic information was given. At approximately 1540 Yak52 called Bournemouth Tower on 125.6 and was instructed to call Bournemouth Radar. On contact, Yak52 was asked to squawk 7355 and was identified as the infringing aircraft which had just left controlled airspace by this time. A BS was given, and the pilot was advised of his infringement and information of further CAS ahead, both of which the pilot seemed unaware. The departing B737 was delayed by around 5 minutes.

ZENAIR (MICROLIGHT)	BOMBARDIER ROTAX	Cruise	Easter Airfield	01/07/2014	201408878
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UK Reportable Accident: Canopy blew open in flight and shattered. Two POB, no injuries reported. Damage to canopy. Subject to AAIB AARF investigation.

ZENAIR STOL CH701	JABIRU 2200	Level off- touchdown	London Colney Airfield	22/06/2014	201408879
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UK Reportable Accident: Nose gear collapsed on landing. One POB, no injuries reported. Subject to AAIB AARF investigation.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 July 2014 and 31 July 2014

ROTARY WING AIRCRAFT

AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	En-route	Macclesfield	12/06/2014	201407642
<p>Infringement of Manchester CTR (Class D) by an AS350 squawking 7000. Standard separation maintained. A7000 observed some ten miles south of the CTR on a northerly track, monitored the return, observed the aircraft enter the zone south of Macclesfield at 1A indicated unverified. Notified the AIR 1 controller, made two blind transmissions and phoned Barton to see if they were working the aircraft. Mode C information provided the registration. Aircraft did not respond to my calls, proceeded north and then descended in an orbit and apparently landed in the North Macclesfield/Prestbury area. The incident had no effect on any Manchester traffic.</p>					
AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	Cruise	Overhead Whittington	25/06/2014	201409363
<p>Green laser attack.</p>					
AEROSPATIALE AS355	UNKNOWN	Initial climb	Kew Bridge	05/07/2014	201408949
<p>Outbound AS355 flew higher than SOA (Standard Operating Altitude), resulting in loss of separation with a B747. SMF activated. AS355 flew higher than standard operating altitudes (SOA) on H10 underneath B747. AS355 outbound via H10 and H9 did not descend to 750 feet i.e. SOA at Dukes Meadow and passed behind B747 at less than the prescribed separation for this route in the vicinity of Kew Bridge. My trainee and myself were not watching the Mode C of AS355 at the time as we were involved in coordinating another aircraft with LW. I informed AS355 that he had been too high, he apologised and said he had the B747 aircraft in sight.</p>					
AEROSPATIALE AS355	UNKNOWN	En-route - holding	EGWU (NHT): Northolt	21/07/2014	201409793
<p>AS355 failed to remain in the Gutteridge hold and routed towards the runway centreline causing military aircraft's take-off to be aborted. Traffic info given and avoiding action given.</p> <p>I had one a/c at the 25 hold on a prolonged wait due to a flight planning issue, and one military aircraft taxiing for Cat B take off on a C Departure. I saw that Approach had a rotary transiting North to South through H9 through the overhead so elected to request departure approval early. As expected I was told that Approach would call back. Once the AS355 is South of the runway it is in Gutteridge hold (or further South) so it can be deemed to be separated from IFR arrivals and departures. Once the AS355 was South side I received a call from approach as expected to give release for the military ac departure with 'one rotary holding South side'. I cleared military a/c for takeoff with 'one rotary holding South side'. My assistant and I both saw the AS355 turn back North in a holding motion, then route further towards the centreline than normal. I became uneasy so on seeing the military ac only just begin to move I instructed him to 'hold if able'. military a/c said 'say again' and I repeated 'hold if able'. I then told him that the AS355 had not stayed South side and observing that he was now stopped (though he had begun his take off run) gave permission to back-track and line up. I called approach who immediately told me that he had observed the Northward drift and had told the AS355 to proceed further South. The AS355 proceeded South again and the military a/c was given a take off with no further incident. At the worst point, the AS355 was significantly North of the runway centreline, and the departing military a/c would have been IFR departure underneath (with <500ft separation), or South of it (with only visual separation) had he taken off. Military a/c informed me that he had been visual with the AS355.</p>					
AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Cruise	North Weald	07/07/2014	201409067
<p>Infringement of RA(T), approx 8nm West of North Weald, by an AS355.</p> <p>AS355 identified via Mode S was observed to make an unauthorised penetration of RA(T) at time 1427. Blind RTF calls were carried out by TC Essex, Thames and LL SVFR but no contact was made. AS355 tracked West to East and penetrated RA(T) approximately 8 miles West of North Weald. AS355 was observed to select SSR Code 0012 before penetrating the RA(T).</p>					
AGUSTA A109	UNKNOWN	Cruise	EGNM (LBA): LEEDS BRADFORD	23/06/2014	201408412
<p>Infringement of the Leeds CTA (Class D) by an Agusta A109. Standard separation maintained.</p> <p>At 0735 I received a phone call from London FIR with a pre-note on VFR zone transit requesting to route North to South via the LBA 5000ft VFR, estimating the LBA at time 0753. I gave London FIR a squawk of 2676 for the aircraft and instructed that they remain outside CAS and when ready to contact Leeds Radar 133.125. The A109 contacted Leeds Radar at 0747 approximately 7nm North of Leeds CAS. I instructed him again to remain outside CAS. A109 did not alter course and with 2nm to run I again instructed him to remain East of CAS due to an airliner who was not yet vertically separated. A109 said he would descend to 3500ft and route West at which point he entered CAS. He entered CAS descending through 4800ft whilst the airliner was passing 5200ft. Separation was maintained.</p>					

AGUSTA A109	UNKNOWN	Cruise	MID	01/07/2014	201408684
<p>Infringement of the LTMA (Class A) by an A109 at 3100ft. Traffic info and avoiding action given. Standard separation maintained. STCA activated. I was on duty as the Approach controller bandboxed with LARS West at the time of the incident. An A109 had called on frequency at 0805 at 2,000ft, routing Liskeard to Redhill. I had issued a 0432 squawk and given him a basic service. I was aware of the aircraft tracking towards the MID VOR area, and during one scan recall noticing his mode Charlie at 3,100ft. I did not update the level on my strip as under a basic service the aircraft can operate at various levels. Whilst dealing with other aircraft, I was made aware of an infringement of the LTMA by means of the AIW system. I observed that the 0432 at 3,100ft had entered the LTMA base 2,500ft tracking 1nm north of MID VOR eastbound. There was a Gatwick inbound on right base for the Gatwick pattern at 4,000ft so immediately issued an avoiding action turn left onto 320 degrees, combined with a descent to 2,400ft. The A109 read this back. The Gatwick line then rang and I answered advising the 0432 was turning onto 320 degrees and descending. They rang off. The A109 took the turn but did not appear to descend in the first instance, and I challenged the pilot to confirm descending. Once below 2,400ft the pilot continued the turn and reported descending to 1,500ft.</p> <p>Supplementary 11/07/14: I was on duty as KK INT/FIN bandboxed. A B777 was on right base to runway 08R descending to 3000ft when I observed an eastbound contact under a LF APC SSR code enter the TMA in the MID area. The contact was indicating 3000ft, which I took to be verified as the aircraft appeared to be in receipt of a service from LF. I instructed the pilot of the B777 to stop descent at 4000ft, passed traffic information, and phoned LF; who were already in the process of dealing with the incident on RTF when they answered the phone. The LF controller confirmed he was taking appropriate action and the contact was seen to turn away shortly thereafter. I re-cleared the B777 to 3000ft and the flight continued without incident.</p>					
AGUSTA A109	PRATT & WHITNEY (USA) Other	Cruise	EGOE : Ternhill	08/05/2014	201405776
<p>A109 allegedly observed entering a NOTAM avoid area and then infringing the Tern Hill ATZ (Class G) Appropriate CAA action is to be taken as a result of this incident.</p>					
AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	Taxi : Other	EGSS (STN): London/Stansted	25/06/2014	201408519
<p>Unreported damage. Nose Landing Gear Damaged Due to Excessive Towing Angle. An unreported case of damage to the Nose Landing Gear (NLG) of an A109 occurred, as the aircraft was being towed by ramp staff from the hangar to stand, ready for tasking. The aircraft subsequently flew the day's tasking. Following the tasking the aircraft returned to base, the aircraft could not be towed into the hangar due to a bent towing arm. On further inspection the next morning by engineering staff, it was discovered that the NLG had been damaged to the extent that the NLG Assembly will require replacement on advice from the manufacturer. Damage recorded at time of reporting; NLG lower cap next to shock absorber sliding rod cracked; NLG steering locking jack assembly damaged; NLG fork L/H side towing arm bushing protracted. Action to be taken: On email advice from manufacturer; NLG assembly will be replaced; NLG attachment area will be inspected for damage; NLG retraction actuator will be inspected for damage and leaks; NLG retraction actuator attachment area will be inspected for damage.</p>					
AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	En-route	Liverpool	18/06/2014	201409119
<p>Green laser attack on 2 A/c (both helicopters)</p>					
BELL 206	ALLISON USA 250 FAMILY	Taxi to runway	EGBP : KEMBLE	02/07/2014	201408719
<p>Runway incursion and take-off without 'discretionary' clearance. Weather R/W26 230/5 CAVOK QNH 1022. Traffic situation: 1 flex-wing microlight on climb out from a touch and go on R/W26. A Bell 206 helicopter departing for a local flight, requested taxi to Holding Point Delta1 pending departure from that location. Bell 206 was instructed to air taxi to Holding Point Delta 1 and given information regarding WIP in the vicinity of Holding Point Bravo 1 and of works taking place on the R/W08 Threshold. On reaching Holding Point Delta 1, Bell 206 entered the runway and departed, prior to receiving discretionary take-off clearance, ahead of the microlight who was on climbout from the touch and go. The pilot subsequently called ATC and explained that, at the time, his cockpit workload was high and that he was distracted. He fully understood the implications of what occurred.</p>					
BELL 206	ALLISON USA 250 FAMILY	Cruise	En route	08/07/2014	201409143
<p>PAN declared and forced landing carried out due to mechanical failure and uncommanded yaw to the right. Straight and level flight @78% torque, 100 Kts, 700' AGL on pipeline survey. En route, while in receipt of a basic service from ATC, without warning or symptoms, an uncommanded yaw to the right with raised transmission sound for approximately 2 seconds. All warning CWP lights and Temperatures and pressures checked with no abnormal indications. Due to severe rapid yaw which had occurred a "PAN CALL" was made to ATC and an immediate precautionary power on landing was instigated to a remote area of farmland away from the pipeline.</p> <p>Supplementary 09/07/14: After a thorough investigation of the aircraft and a pilot debrief, the power turbine governor (PTG) was removed as suspect. On removal, it was noted that the lever arm was unusually stiff and the PTG drive shaft circlip, spring and spacer washers had detached themselves from the drive shaft. These had to be removed with care from the drive gear in the engine gearbox. A new PTG was fitted, rigged and aircraft returned to base with no further occurrence of the defect.</p>					

BELL 206	ALLISON USA 250 FAMILY	Scheduled maintenance	EGMH (MSE): Manston (Civil)	30/04/2014	201405448
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Overflown maintenance checks.

Technical records inspection of aircraft on return to base revealed that 2 re-torque checks were overflown by 6.0 hours. (Due at 25 hours post component installation), this was carried out at 31 hours and torque checks were found correct. No further action by engineering deemed necessary.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Running take-off	EGSC (CBG): Cambridge	21/04/2014	201405278
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Aircraft lifted into hover with clamshell doors open.

Reacting to a HEMS call I walked to the aircraft, I was given an initial incident location. When I got to the aircraft I did an initial walk round checking catches and cowlings before getting in to the aircraft to conduct the start. Upon getting in the aircraft I conducted the usual checks for a HEMS call out, and requested start from the tower. The duty Doctor attended the engine and rotor start. The start went without incident and when both engines were running I cleared the doctor and paramedic in to the aircraft. The paramedic got to the aircraft and said he'd forgotten the maps, he then went back to the crew room to get the maps. When the Paramedic got back to the aircraft I selected flight idle, asked for the before takeoff checks. These checks were completed in full, and as challenge and response. I thought I heard the doctor say he was in the aircraft. I then requested taxi from air traffic control. I was given clearance to taxi and I took off into a 4 foot hover, at this point the Paramedic informed me the doctor had not got in the aircraft and was stood on the left side of the aircraft. I side slipped right and landed the aircraft. I asked the Paramedic to get the doctor on board the aircraft, when the doctor plugged in I asked him what he had been doing? He said he wasn't happy with the rear clamshell doors, he said he'd seen a strap hanging out. On seeing the strap hanging out he elected to open and re-secure the clamshell doors. He was then unable to shut the doors. At this point it was apparent I had took off with the clamshell doors open. I asked the Paramedic to secure the rear doors, which he had and reported back to me that the doors were secure. I asked if everyone was happy to continue on with the sortie, which they were. I then made the decision to continue on with the HEMS mission.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIEL	Scheduled maintenance	Unknown	26/04/2014	201405280
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Overrun of maintenance items.

Aircraft maintenance found overdue post flight. Aircraft taken offline until maintenance carried out.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	EGNH (BLK): Blackpool	06/06/2014	201407397
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Nr2 engine chip caption illuminated in flight.

Whilst routing from base, the nr2 ENG CHIP caption illuminated. Whilst slowing aircraft to an OEI configuration, the caption cleared before operation of the Burn Eng Chip switch. No other abnormal indications were present and the flight continued normally. On shutdown, the caption reappeared. Operations informed. On inspection of the nr2 engine, the Gas Generator Module Chip Detector was found to be disengaged from the strainer housing. The CHIP caption was illuminated because the Chip Detector was resting against a metal part of the aircraft. The Chip Detector was cleaned, inspected and function tested iaw EMM. The strainer housing bayonet fittings, the Chip Detector lugs inspected, no defects apparent. Chip Detector refitted iaw EMM. Ground run, leak checks carried out, no further CHIP indication. Aircraft returned to service.

EUROCOPTER EC135	UNKNOWN	Take-off	EGHI (SOU): Southampton	03/07/2014	201408839
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EC135 cleared for take-off without a release.

On duty as the Solent/Southampton Radar ATCO. I was carrying out hand over of the position to the on coming Radar ATCO, when I was advised by the Radar ATSA that the ADI ATCO had cleared the helicopter for take off without a release from me. I was aware of the helicopter planned departure, there were no traffic reasons to prevent its release if it had been requested by the ADI ATCO. There was no loss of separation as a result.

EUROCOPTER EC135	UNKNOWN	En-route	EGPF (GLA): Glasgow	05/07/2014	201408959
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Medical flight helicopter failed to comply with ATC instructions, resulting in ATC initiating a go-around to a CRJ900. Traffic info given. Standard separation maintained. Medical flight helicopter called on the tower frequency after they were airborne to route to Loch Tay, and were given the clearance not above 2A VFR. The pilot advised that they would be routing north east bound and as we had two inbound aircraft for runway 23 they were instructed to remain to the south and east of the approach. Traffic information was passed to medical flight helicopter on both inbounds and he reported that he was visual with the aircraft. Medical flight helicopter was then observed on the ATM crossing through the approach in front of the second inbound (CRJ900). Medical flight helicopter said again that he was visual with the CRJ900 and staying low to cross underneath it, and again the medical flight helicopter was told to remain to the south and east of the approach as I had not been able to coordinate with radar. At this point radar sent CRJ900 around, climbing to 3A.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route	Cardiff	17/06/2014	201409017
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Green laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route	Newcastle	22/06/2014	201409123
Green laser attack.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Manoeuvring : Other	Overhead Bristol	28/06/2014	201409188
Green laser attack.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Cruise	Towyn	21/06/2014	201409360
Green laser attack.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route	Overhead Bristol	04/07/2014	201409524
Bright white light shone at A/c.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	EGNH (BLK): Blackpool	14/07/2014	201409565
<p>Metal clip found in engine plenum chamber during check A inspection. Whilst undertaking a morning Check A inspection, a black metal spring clip measuring 4x3x1cm was found in the nr1 engine intake plenum chamber at the lower rear portion of the chamber. Normal routine is to Check A at the end of shift. However, due to yet another late finish, only a cursory levels and leaks post flight check was carried out in this instance, knowing a full procedure would be carried out in the morning pre going on line. The metal clip was identified as the Rotor Brake Pad securing clip. The clip was intact and undamaged. Rotor Brake Calliper and Disc inspected iaw AMM, no damage found. Brake pads retaining bolt and washer/nut found assembled. TRDS inspected iaw AMM, no damage found. No damage found to surrounding structure. Rotor brake clip refitted iaw AMM. Ground run carried out, rotor brake system operates correctly. A rotor brake inspection was carried out on the 11 July 2014 at 3509.5hrs. Engineering interviews ongoing with engineer involved.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Start-up	EGCW : Montgomeryshire/Welshpool	14/07/2014	201409576
<p>Fuel leak observed on start of nr2 engine. On start, a crew member noticed a fuel leak from nr2 engine fuel drain. Aircraft shut down. Fuel seen on engine and bubbling through drain tubes. Aircraft placed offline. Engineering advice sought. Fuel leak traced to nr2 engine HMU seal. Nr2 engine HMU removed, seal replaced and nr2 engine HMU refitted iaw EMM. Ground run checks carried out iaw EMM. Aircraft returned to service.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	Overhead Saffron Walden	04/07/2014	201409578
Green laser attack.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Hovering	Overhead Alderley Edge	05/07/2014	201409662
Green laser attack.					

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Hovering	Overhead Milton Keynes	14/07/2014	201409804
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Laser attack.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Scheduled maintenance	EGTK (OXF): Oxford/Kidlington	13/05/2014	201405998
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Maintenance for tail rotor gearbox oil change overdue.
During a Base Maintenance event a task was called up for the scheduled replacement of the Tail Rotor Gearbox. The Tail Rotor Gearbox was replaced on Work Order. Post Tail Rotor Gearbox replacement the 50Hr Post installation oil change was not called up on the Out of Phase items list. Engineer will attend to carry out oil change. Investigation will be complete by Quality Department on Internal Report.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering	Rugby	25/06/2014	201409181
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Green laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Pick- up/positioning of external load	Great Gabbard Offshore Wind Farm	09/05/2014	201405845
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Hoist failure during winch operation.
During the fourth cycle of the transfer to the wind turbine, I was lowering the hoist operative (HHOP) onto the nacelle when we had a hoist stoppage with the HHOP just off the deck. I informed the pilot of the stoppage, before going through the immediate actions. Before continuing with the subsequent actions I conned the aircraft to descend a further two feet on order for the HHOP to safely land on the deck and disconnect from the hook. Once safely disconnected, I conned the pilot back and left away from the nacelle to a safe position approximately 40yards away from the turbine. AT this point, I continued through the subsequent actions to no avail. I still had approx 20ft of cable paid out. To prevent flying back with the hoist in the state it was, we recycled the Hoist Arm Switch. AT this point, I regained control of the hoist again and was able to successfully stow the hoist before returning to base. On return to base, the hoist functioned during ground run with no fault apparent. Post shut down, visual inspection of plugs connectors carried out all satisfactory. 1 month inspection carried out. During inspection full up decel plus up/down decel found to be operating outside cable length/ actuation range. Limit switches S5/S6 and S7/S8 adjusted iaw CMM 25-00-21-1 Assembly 4.M and N. Hoist assessed as serviceable. Further hoisting operations carried out with no reoccurrence of problem.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering - landing	EGUW : Wattisham	25/06/2014	201408475
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Excessive airframe vibration.
On the approach to land, North side Grass, just before the transition to hover and in the hover to the landing area an excessive vibration of the airframe became apparent. Ac landed at landing site and closed down. Vibration caused two centre console retaining screws to become detached onto the floor of the Ac co pilot side. Ac grounded waiting for engineering.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering	Lancaster	07/06/2014	201408912
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Green laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Initial Approach	Royal London Hospital	03/07/2014	201408978
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UK AIRPROX - 2014/102 - EC155 and an AS355 at the Royal London Hospital at 1000ft. Traffic info given.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	Worcester	20/07/2014	201409830
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Fuel indication discrepancy

During the penultimate leg of the fourth tasking of the day, a discrepancy between the main fuel tank level and expected usage was noted. Upon landing at the hospital, a confirmation of fuel usage throughout the day and reconciliation of the amount of fuel uplifted was carried out confirming a discrepancy and the likely time of failure, which appeared to have been during the previous leg. Calculation of the lowest possible fuel level and the latest known fuel uplift indicated there was more than sufficient fuel for the remaining seven minute leg back to base with the required reserve. Upon return to base, the aircraft was placed unserviceable, engineering support contacted. Troubleshooting carried out iaw AMM and the main tank aft fuel contents sensor assessed as defective. Main tank aft fuel sensor replaced iaw AMM and functional check carried out. All indications correct and aircraft returned to service. Investigation under 201400807 (different aircraft same issue).

EUROCOPTER EC155	UNKNOWN	Final approach	EGSH (NWI): Norwich	18/05/2014	201406237
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Local standby initiated for incoming aircraft with 'door caption'.

Aircraft landed via a visual approach and reported no further assistance required. Local standby terminated.

EUROCOPTER EC155	UNKNOWN	Approach	EGSH (NWI): Norwich	27/06/2014	201408523
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Conflict in Class G airspace between an inbound EC155 and an outbound EC155. Traffic info given.

Whilst working as Anglia controller EC155 helicopter inbound at 1.5A Yarmouth RPS was given traffic information by me on an opposite direction outbound (EC155 1A) still in communication with Norwich. This was at approx 15 miles range. The pilot acknowledged and confirmed he was VMC. I attempted to ring Norwich ATCO to take early control of outbound EC155 and "do the cross" but they did not respond to my call. At approx 6 miles range I updated inbound EC155 on outbound EC155 and again attempted to phone Norwich to get them to transfer control to me. Upon answering the phone the Norwich ATCO told me that outbound EC155 was now turning right and climbing. I then passed further traffic information to inbound EC155 and instructed him to turn to the west if not sighted, which he did. The deconfliction minima of 5nm was reduced to approx 3.5nm with no visual sightings by either pilot.

EUROCOPTER EC155	UNKNOWN	Initial climb	EGHR (QUG): Chichester/Goodwood	28/06/2014	201408728
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UK AIRPROX 2014/100 - EC155 and a PA32R at Goodwood.

EUROCOPTER EC155	UNKNOWN	En-route	EGSH (NWI): Norwich	18/07/2014	201409855
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Green laser attack.

HUGHES 369	ALLISON USA 250 FAMILY	Cruise	EGCC (MAN): Manchester/Intl	16/07/2014	201409529
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Infringement of the Manchester CTR (Class D) by a Hughes 369 at 700ft. Traffic info given. Standard separation maintained.

At about 15:23 I was alerted by AIW warning of unknown traffic entering the control zone at Middlewich 700ft climbing squawking 7000. I passed traffic information to a VFR transit aircraft squawking 7360 who saw what he believed to be a microlight aircraft. Closest distance was 3nm between the two. Mode S interrogation gave the callsign of the unknown. Following a brief orbit near Middlewich the unknown left CAS and disappeared from radar near Crewe. Some five minutes later a Hughes 369 helicopter, called at Crewe for zone entry and was identified via mode A on 7350, when advised of the previous infringement the pilot stated that someone else was flying the aircraft at that time.

MBB BK117	TURBOMECA, FRANCE ARRIEL	Hovering	Overhead Bethnal Green	25/06/2014	201409364
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Green laser attack.

MBB BK117	TURBOMECA, FRANCE ARRIEL	Cruise	Kingston	19/07/2014	201409863
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Green laser attack.

MBB BK117	TURBOMECA, FRANCE ARRIEL	Scheduled maintenance	EGTE (EXT): Exeter	22/07/2014	201409972
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Incorrect recording of engine cycles affecting engine life.
As the result of information received on 12th July, the operator requested clarification from manufacturer, on whether partial engine cycles should be recorded. Historically since taking delivery of the aircraft in 2010, their guidance as our maintenance organisation has been to make a daily record in the Tech Log of the N1 and N2 figures shown on the electromechanical counters in the cockpit. In accordance with AD 2012-0187R2 dated 6/12/12 these figures are then checked for accuracy and coherence against the previous day's record but counts (i.e. when N2 is reduced below 85% and then accelerated to above 98%) should not be recorded. After initial confirmation that this was still the case the aircraft manufacturer issued an email at 15:34 22/07/14 informing us that they had discovered it was vital that we should have been recording engine partial cycles and must commence doing so immediately. In support of this decision they attached a Maintenance Manual Task 05-10-02-200-801-A01 dated 30 Oct 2012 which describes this requirement and the data to be reported. Having read the reference I was sufficiently concerned to immediately phone the aircraft manufacturer to confirm that the engine manufacturer had formally agreed that we could continue flying the aircraft particularly because both engines were within circa 150 hrs of being replaced at the end of their service life. On learning that the engine manufacturer had not given that permission I grounded the aircraft as unserviceable at 1600 and informed our Continuing Airworthiness Manager who endorsed my decision.

MBB BK117	TURBOMECA, FRANCE ARRIEL	Standing	EGTE (EXT): Exeter	17/07/2014	201409703
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Tail rotor pitch control rod bolt insufficient torque.
On receipt of SIN I conducted a thorough pre-flight check of the T/R pitch control rods. On examination of one of the inboard retaining bolts I noticed dirty smear mark running away from the bolt head which I felt was indicative of possible fretting wear deposits. I tested the bolt and found that it was free to rotate which I know it should not. I checked the nut which was securely retained by a split pin. I examined the other side which did not have the same smear mark and the bolt would not rotate which is the norm. There was no other signs of damage. Given the safety critical nature of tail rotor controls I grounded the aircraft and phoned the Helicopter out of hours engineer who agreed that the aircraft should not be flown pending maintenance action. The local engineer attended and on examination found that although correctly assembled the retaining nut and bolt had lost torque to the point that it was free to rotate. He stripped, cleaned and examined the bolt which was not damage. He reassembled and re-torqued the bolt, checked that it would not rotate and replaced the split pin. The aircraft was then placed serviceable. The only visible indication that the bolt had lost torque was the dirty mark running from the bolt head suggesting fretting wear as it was rotating. I have forwarded photo's showing the bolt and these marks to the Safety Manager suggesting that they are promulgated to other operators as an aid to spotting the problem. Initially reported to Captain Safety Officer. If this a frequent occurrence it may be worth reviewing the periodicity of checking torque loading of this safety critical and highly stressed nut & bolt which is only lightly torqued (3-5 nm I think). The only visible indication that the bolt had lost torque was the dirty mark running from the bolt head suggesting fretting wear as it was rotating. I have photo's showing the bolt and these marks - it might be worth promulgating to other operators as an aid to spotting the problem.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Standing	EGKR (KRH): Redhill	17/05/2014	201406320
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Displaced collective wiring harness assembly caused control restriction.
A normal start was carried out for a day VFR task. Upon raising the collective the collective had a hard stop at 35-40% Tq. A/C shut down IIDS fault and exceedance logs checked with no fault found. Walk round conducted and co-pilot collective wiring harness assembly found to be displaced inboard approx 30 deg causing contact with the co-pilot seat when raised. Engineering advice sought through maintenance organisation. PAS engineer recognised the problem and advised returning the harness assembly to vertically down (in line with collective), he suggested that tightening of the collective wiring harness assembly could be carried out at a later date and that it did not represent an airworthiness issue. Wiring harness assembly returned to vertically down position using reasonable force, check hover carried out with no further incident. Aircraft grounded upon receipt of company safety report. Further engineering explanation sought. Subsequently faulty collective assembly removed and replaced with serviceable part. Co-Pilot collective assembly removed and replaced with new collective assembly. Aircraft returned to service.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	En-route	Bradford	25/05/2014	201408918
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Green laser attack.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	En-route - holding	Beverley	09/07/2014	201409200
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Engine access flap detached in flight causing damage to NOTAR fan blades and outer felt ring.
While in a slow speed right hand orbit, a sudden but light high frequency vibration was felt through the cockpit floor and an associated noise was very apparent. The rear seat police observer also reported feeling a thump in the back of the aircraft. All cockpit indications were normal, and no IIDS captions illuminated. Owing to the unusual and constant vibration and noise, it was decided to land in a suitable grass field for further investigation. A gentle handling check was carried out in the descent with no abnormal handling characteristics present, however the noise did vary slightly with pedal application. A zero/zero landing was carried out and the aircraft shut down. Subsequent investigation revealed the port engine oil access flap had one of the Zeus fasteners missing and the flap was open and damage observed to several of the NOTAR fan blades. Further investigation with engineering advice revealed significant damage to all of the NOTAR fan blades and deep scoring to the felt seal outer ring. The aircraft was on its second flight of the day and had flown for nearly 2 hours without incident. The flap was observed to be closed during the post flight blade pin check from the previous flight.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Scheduled maintenance	EGBJ (GLO): Gloucestershire	11/07/2014	201409326
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Unapproved modifications carried out due to misinterpretation of ratings. Modifications were carried out on three Hub Assemblies as per the Design Authority data supplied by the customer. The organisation initially as a test performed a modification on a scrap part. This proved to be satisfactory and the part was delivered to the customer on a C of C. Subsequently three Hubs were modified and dual released on EASA Form 1s. The customer is working with manufacturer to have the parts recertified. It was envisaged that the parts were structural under C20 rating however upon checking the part number on the internet it was discovered in Chapter 62 that falls under C10 rating. Another part waiting to be processed was quarantined and the customer was notified on 09 Jul 2014. This part will be returned to customer without any work carried out. Contacted the Design Authority to clarify rating on 09 Jul 2014. The team was made aware of ATA Chapters and misinterpretation. An EASA Form 2 will be submitted to apply for C10 rating. Further training of the team.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	Vale of York	12/07/2014	201409653
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UK AIRPROX 2014/109 - Medical helicopter and an unknown light aircraft in Class G airspace.

MD HELICOPTER MD900	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	Overhead Ordsall	16/07/2014	201409807
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Green laser attack.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Hovering	Overhead Leeds	17/07/2014	201409808
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Green laser attack.

OTHER (Rotorsport UK Cavalon)	BOMBARDIER ROTAX 912	Cruise	EGKK (LGW): London/Gatwick	20/07/2014	201409823
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Gyroplane infringed Gatwick CTR (Class D) twice, resulting in loss of separation with inbound traffic. Traffic info and avoiding action given. At 1530 7000 squawk tracking SW infringed the SE corner of Gatwick CTR by about 2nm. Mode S converted the infringer to a Gyroplane. An A319 was on an 8 mile final at the time. Although the aircraft was only about 2 miles away I called traffic and told the pilot to continue his approach. The track and speed of the infringer indicated it was not a threat to the A319. The infringing a/c routed South and left CAS at 1535. I unbandboxed the sector. We tried to call and trace the a/c to no avail. We continued to monitor the a/c. At 1545 it infringed again this time going NE retracing its previous infringing track! It finally left CAS at 1548 and continued ENE. This time another A319 had to be given a slight reroute (it was taken through the ILS eventually establishing from the North at about 6nm) to maintain 5nm separation.

ROBINSON R22	UNKNOWN	En-route	Farnborough	08/06/2014	201407436
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Infringement of Farnborough ATZ (Class G) by two R22s at 1000ft.

ROBINSON R22	LYCOMING 320 FAMILY	Level off- touchdown	EGGP (LPL): Liverpool	16/07/2014	201409539
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UK Reportable Accident: Aircraft rolled over on touchdown. Two POB, no injuries. Aircraft damage to be assessed. Subject to AAIB AARF investigation.

ROBINSON R44	LYCOMING 540 FAMILY	Cruise	EGNS (IOM): Isle Of Man/Ronaldsway	04/06/2014	201407125
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Infringement of the IOM TT RA-T (Class D) by an R44 towards the Mount Murray Hotel. 7000 squawk and primary return observed tracking through the TT RA-T inside CAS towards Mount Murray Hotel from the Peel direction. Return disappeared at the Hotel. The return was visually acquired by ADC as a helicopter.

ROBINSON R44	LYCOMING 540 FAMILY	Scheduled maintenance	Deeside	23/06/2014	201408326
<p>Grass cuttings found partially blocking air filter and cooling system. During 100hr service, routine replacement of inlet air filter. Filter removed to show partial blockage of filter by cut and ungathered grass. This raised concerns about possible ingestion into mechanical cooling ducts via 'squirrel cage' blower. Further inspection followed removal of copious amounts of dried grass from forward RH cylinder predominantly. Accountable manager has asked the Aerodrome Ops committee to gather cut grass in helicopter area. Attention drawn to all club and line pilots to avoid loose grass debris.</p>					
ROBINSON R44	LYCOMING 540 FAMILY	En-route	EGLS : Old sarum	28/06/2014	201408654
<p>Infringement of the Old Sarum ATZ (Class G) by a R44 at approx 500ft. On Saturday 28/06/2014 I was manning the A/G radio at Old Sarum airfield. Also present in the tower was the airfield manager. At approximately 10:30z we heard a pilot, using a callsign xxx report on the Boscombe Down frequency of 126.700, (which we monitor for situational awareness and advanced notice of inbound aircraft), that he was an, "R 44 from Denham routing along the Low Level Route south of Boscombe Down". There was no reply. At 10:38z, the airfield manager and I observed a blue and silver R 44 helicopter travelling East to West through Old Sarum ATZ and travelling in effect the wrong way along the downwind leg of the circuit in use. The aircraft passed about 1/2 a mile to the North of Old Sarum at an estimated height of 500ft apparently tracking the Low Level Route. Apart from the initial call mentioned above, no further transmissions were heard from the helicopter on 126.700 and there was no call to Old Sarum Radio on 123.200. On Sunday 29/06/2014, I was again manning the A/G radio at Old Sarum. The runway in use was 06 with a left hand circuit. About 17:25z I observed an R 44 helicopter similar in colour to the previous aircraft, travelling West to East about 1/2 a mile North of the airfield at an estimated height of 500 ft and against the direction of the downwind leg of the circuit. On this occasion no transmissions from the traffic were heard on either 123.00 or 126.700. The Low Level Route runs approximately parallel to the Old Sarum runway North of Old Sarum by about 1/2 to 3/4 NM cutting the ATZ in half. On Weekdays it is mainly used by military helicopters and some civil aircraft approved by Boscombe Down ATC. To facilitate this, a letter of agreement exists between Old Sarum and Boscombe Down whereby, when the Boscombe Down MATZ is active, Old Sarum traffic uses the Southern half of the ATZ up to 800 feet AAL, with the northern half, including the Low Level Route used by Boscombe Down controlled traffic. However, it is our understanding that once the Boscombe Down MATZ closes, usually at weekends, so does the Low Level Route and Old Sarum Traffic reverts to using the whole ATZ and flies northerly circuits. On both occasions there was no traffic using the Old Sarum circuit and the parachuting aircraft based here was climbing to dropping altitude and so no canopies were deployed in the overhead.</p>					
ROBINSON R44	UNKNOWN	Standing	EGNT (NCL): Newcastle	28/06/2014	201409394
<p>Excessive play in rotating scissor link. During a Check A prior to flight we discovered an excessive movement in the rotating sister plate. Two pilots inspected and informed the Quality Manager and Accountable Manager. The Accountable Manager at that point grounded the aircraft and called the 145 Maintenance Organisation. Videos were sent to the maintenance company for evaluation. However, it was decided before this that we felt as though this was a potential parts failure and we decided not to continue with any flight operations using this helicopter. An engineer arrived later in the evening to assess the helicopter. He discovered that the rotating scissor link had excessive play and that the bolt holding the part had been worn partly through the protective hardening outer case of the bolt. The engineer was not carrying a replacement part and the new parts were ordered and replaced on the following Wednesday.</p>					
SIKORSKY S76	PRATT & WHITNEY (CANADA) PT-6 FAMILY	En-route	Not specified	20/07/2014	201409735
<p>S76 exceeds clearance limit with SVFR. Whilst operating Air S departures 27L I noticed a 7040 return at the SW corner of the zone, heading North. As the return progressed further North I expected it to proceed no further than Thorpe Park area. However, the return continued past his point. No prior coordination had taken place. B777 was airborne on a DVR departure. I did not, at this point, consider a loss of separation would occur. As I attempted to call SVFR the SVFR line rang. SVFR explained that the 7040 was S76 and had exceeded its clearance limit. I gave details to SVFR on further departing traffic, which SVFR passed to S76. After a short while S76 was seen to be landing in the Englefield Green area. Coordination then agreed with SVFR that S76 would call 118.5 when ready to depart to deconflict with EGLL traffic. Without viewing radar replays I am unable to ascertain if separation was lost. However, there was no prior coordination with SVFR as S76 was not expected to proceed into the proximity of EGLL. No visual reference could be obtained due to weather of OVC900.</p>					
UNKNOWN (Autogyro)	UNKNOWN	Cruise	Syerston	25/06/2014	201408404
<p>Alleged infringement of the Syerston ATZ (Class G) by an autogyro. An aircraft (possible autogyro) was seen possibly transiting through the ATZ. The a/c was spotted over the Western end of the airfield heading NW. At this point several radio calls were made but received no reply. Waddington Zone were contacted he stated that the aircraft was squawking 7000 but displaying a height of 900 ft. The QFE at the time was 1010 and therefore once the height above airfield is calculated (1013.25 - 1010 hPa = 3.25 hPa x 27 feet = 88 ft; therefore 900-88 = 812 ft AGL). Waddington LARS stated the a/c was seen to descend 4 miles to the NW of Syerston. There is a microlight site called Oxton in that area, however, attempts to find a contact number were unsuccessful. There were no aircraft in the circuit at the time, but a motor glider crew were preparing to "crew in" for a departure.</p>					

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 July 2014 and 31 July 2014

OTHER

GLASER DIRKS DG1000	LYCOMING 320 FAMILY	Thermal lift	Greenham Common	21/06/2014	201408716
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UK AIRPROX 2014/096 - Glider and a PA28 in Class G airspace.

GROB G102	UNKNOWN	Landing	Kingston Deverill	16/06/2014	201407913
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UK Reportable Accident: Aircraft crashed in a field. One POB, no injuries reported. Substantial damage. BGA investigation.

LINDSTRAND (LBL 360A)	OTHER (N/A)	Level off- touchdown	Standlake	25/06/2014	201409205
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Balloon bounced several times on landing and collided with a tree causing damage to the balloon. 16 POB, no injuries.
A sudden unexpected descent was experienced during the landing. Balloon ripped in the scoop, the first row of nomex panels and four panels above. A load tape was severed and a flying wire pulled out.

OTHER (GLIDER)	OTHER (N/A)	Post-impact	Near Portmoak, Kinross- shire	15/07/2014	201409462
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UK Reportable Accident: Mid air collision. One pilot parachuted out, the other aircraft landed safely. No reported injuries. One aircraft destroyed. Investigation referred to BGA.

PZL BIELSKO SZD51	OTHER (N/A)	Level off- touchdown	Scotlandwell	01/07/2014	201408874
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UK Reportable Accident: Heavy landing. One POB, no injuries. Aircraft seat pan and shell damaged. Investigation referred to BGA.

SCHLEICHER ASK21	UNKNOWN	Unknown	Ringmer field	06/07/2014	201409651
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UK AIRPROX 2014/107 - ASK21 and a Grumman AA5 at 1800ft 1km SW of Ringmer.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 July 2014 and 31 July 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.
