OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 NOVEMBER 2014 and 30 NOVEMBER 2014

FIXED WING AIRCRAFT

AUSTER AUSTER J	**DE HAVILLAND GIPSY MAJOR**	**Cruise**	**EGTB : Wycombe Air Park/Booker**	**31/08/2014**	**201412396**

PAN declared due to rough running engine.
Aircraft called a PAN with rough running engine intending to divert in. The aircraft joined downwind LH. Traffic information and co-ordination with gliders given. Local standby called. Aircraft landed safely. Local standby stood down.

AVIONS ROBIN DR400	**LYCOMING 360 FAMILY**	**Cruise**	**Not specified**	**25/10/2014**	**201415090**

Infringement of the LTMA (Class A) by an unknown a/c squawking 7000, indicating 2800ft. A/c identified as a DR400. CAIT activated. Traffic info and avoiding action given to inbound a/c. Standard separation maintained.
Whilst working as FIN, I was alerted to the presence of an infringing a/c by CAIT. The infringing a/c was squawking 7000, and indicating Mode C of 2.8A. The infringing a/c was heading for the 26L base leg traffic. A319(1) was on base leg, descending to altitude 3A. I initially turned A319(1) left 20 deg, and stopped the descent at 4A. I advised the reason for the turn, and passed traffic info. I considered A319(1) would pass safely in front of the infringing a/c, and therefore did not issue avoiding action, and allowed A319(1) to continue on a base leg for runway 26L. I did not stop A319(1)'s descent above 4A, as I did not want to risk an unstable approach. I believe separation was lost between the 7000 and A319(1). INT was working A319(2) downwind, and this a/c was given avoiding action and was repositioned. The GS tracked the infringing a/c, and it was believed to have landed. Having spoken to believed landing airport, the GS received a phone call from a person, advising he may have been the pilot.
Supplementary 28/10/14:
ATC instruction to turn right 90deg in order to take immediate avoiding action. While we downwind for R/W26L, being radar vectored towards final, ATC told us to take avoiding action by turning right heading 180deg immediately. the reason was due to a infringement by another a/c altitude unknown. We were in VMC conditions above a cloud layer and stopped our descent. We did not see an a/c in close proximity and after extended vectors, landed normally.

AVIONS ROBIN HR200	**LYCOMING 235 FAMILY**	**Cruise**	**EGMC (SEN): Southend**	**28/10/2014**	**201415246**

Infringement of the LTMA (Class A) by an HR200 at 3900ft. Standard separation maintained.
Thames Radar called to enquire if Southend Radar was working a/c squawking 7000, 12nm North of EGMC. At this point a blind transmission was made to which the Robin responded. A/c was instructed to squawk 5064 and advised to descend immediately due to the belief that he was the infringing a/c. A/c was subsequently identified and Mode C verified. Thames Radar were informed of the a/c details.

BEECH (F33A)	**CONTINENTAL (TELEDYNE) USA 520 FAMILY**	**Initial climb**	**EGHH (BOH): Bournemouth/Hurn**	**04/10/2014**	**201414051**

Suspected fuel leak during take-off. Aircraft returned.
Aircraft was booked out on a local flight departing to the north. On climb out the ATSA observed that there appeared to be a substance venting from the right wing of the aircraft, when informed of this the pilot said that he believed it was fuel and that he was returning to the airfield, a short right hand circuit was flown and the aircraft landed safely. An inspection of the runway found no fuel or debris.

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	

BEECH 200	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Cruise**	**En route**	**06/10/2014**	**201414113**

PAN declared and aircraft returned due to cracked windscreen.
At 0825 London Control called to advise us that the aircraft, which had departed earlier, was returning with a cracked windscreen and had declared a PAN. ADC were advised and initiated a local standby based on an estimate of 0900. The aircraft had 3 POB.D&D were advised. Pilot called and was given a heading of 360 degrees through D012 and D013 which had been co-ordinated with vectors to a short pattern ILS to Rwy 26 and a descent initially to Alt 2600ft. After intercepting the localiser at 5 DME the aircraft was transferred to Tower and landed safely at 0907. D&D and London Control were both informed.
Supplementary 07/10/14:
Aircraft experienced a crack on P1 windscreen and diverted back at lower level. Outer pane of the LH windscreen found cracked. Remaining panes were fully intact. Windscreen replaced with new item. The screen was inspected prior to and after removal. It had a date of manufacture stamped on it of 28th Jan 2002. The aircraft records did not show when this screen was fitted but as the aircraft arrived with the company in May 2002, it is accepted that it would have been between Jan and May of that year. The source of the crack (although difficult to confirm) appears to be adjacent to the "parked "position of the LH wiper blade and above the arm to blade pivot point to the outer pane only. The blade was inspected and found to be serviceable with none of the rubber missing. There was no evidence of any arcing or heater overheating around the screen. A history of screen failures across the fleet was reviewed. Only two other failures recorded over 26 years of total time, both attributed to heating application/procedures. Note: the screen failed on the first flight after a Phase check input. No related inspections or defects were noted on reviewing the check paperwork.

BEECH 200	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Normal descent**	**En route**	**15/10/2014**	**201414850**

Flight deck windscreen cracked during descent.
During later stages of descent a loud pop was heard which was the outer ply of the P2 windscreen cracking. Emergency checklist actioned and an uneventful approach and landing made at the original destination. After consultation with maintenance company, and confirmation of the integrity of the inner ply of the windshield the aircraft was ferried to the maintenance company for fitment of a replacement windscreen iaw AFM.

BEECH 200	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Intermediate approach**	**EGHI (SOU): Southampton**	**04/11/2014**	**201415545**

Level bust by a Beech 200. Standard separation maintained. QNH993.
Beech 200 was cleared to 2.5A and then cleared for the VD approach to R/W02, not below 2.5A until crossing 9DME. The Mode C was seen to indicate 2.2A around 10.5DME then went down to 2.1A. I queried the level and was told 2.5A. It then went down to 2A and I queried again and was told 2.5A. I advised the pilot of the indications. The pilot then phoned and advised that he did bust his level due to standard pressure setting still being selected in the cockpit.
Supplementary 05/11/14:
The runway in use was initially R/W20 and I had briefed for the ILS approach to this runway. I believe it was when I passing FL080 in the descent to FL070 when I was asked if R/W02 would be OK. I considered my position for a few seconds and decided that I could just about make R/W02 and given I was on a weather avoidance heading, it would actually just work for me. The avoidance heading was taking me straight towards R/W02 although the a/c was set up for R/W20. When cleared to the altitudes (straight away) I changed things on the GPS and changed the AERAD charts (dropping them all over my lap). I was still on a weather avoidance heading and ended up going through the approach with ATC blessing to re-intercept from the West. All the while I was being given clearances to lower altitudes. I completed the descent and approach checks at the appropriate times and had even changed the P2 altimeter to QNH but got interrupted before changing the P1 altimeter. The last altitude clearance was to 2500ft. I was just in the level off movement when ATC asked me to confirm I was levelling at 2500ft. I confirmed and asked ATC what Mode C was indicating. They confirmed 2100ft. It took me just a second to realise the problem just as it was time to lower the gear and fly the approach. I knew I had made a mistake but said no more because I wanted to quickly go over everything else once again to make sure there were no other issues and to land the plane. As soon as we landed and had offloaded the patient I called ATC and told them of my error. I spoke to the supervisor who thanked me because they were thinking that there was a fault with Mode C readouts. If I was asked if there was anything I would have done differently it would be that I should not have accepted the runway change. I did hesitate when ATC suggested the change but I figured ATC probably had an airplane on the ground asking for a R/W02 departure. As it was just about do-able I accepted. Ideally upon getting interrupted during the checks I should have done them all over again but by that time I was supposed to be levelling off. I had reduced the rate of descent in the lower flight levels in order to lower the flaps and descend at an appropriate rate and at a more sedate IAS but none of these actions left me much time.

BEECH 200	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**En-route**	**EGTE (EXT): Exeter**	**22/10/2014**	**201416337**

Laser attack.

BEECH 200	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Scheduled maintenance**	**Unknown**	**21/11/2014**	**201416432**

Incorrect nut installed to control rudder.
During the first scheduled Phase 4 inspection by a new maintenance provider it was noted that the Aft rudder bell crank attach nuts were of the wrong type. Parts installed were nuts requiring a split pin (no split pin hole in the rudder bell crank). IPC 27-20-01, Sheet 0A, Item 45 shows correct part as a self locking nut. Original part installed was a simple castellated nut with no locking. Operator advised. Maintenance provider to check fleet during scheduled maintenance.

BEECH 200	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Initial climb**	**EGTF : Fairoaks**	**21/11/2014**	**201416470**

Aircraft did not pressurise.
The aircraft was picked up from the Part 145(M) following out-of-phase maintenance work. All the work was signed as completed and the aircraft was checked and prepared for a private passenger flight iaw Company SOPs. The aircraft pressurisation tested correctly before T/O and the aircraft was transited to the passenger pick up airfield without incident at FL40. After collecting the passengers, under London Control, the aircraft was incrementally climbed towards its enroute altitude of FL260. The departure, climbing through approach lane, was busy. A pressurisation check was carried out passing FL50, which indicated normal. However, passing FL130 the CABIN ALT warning displayed and the oxygen masks deployed in the main cabin. The aircraft was immediately descended back to FL100 and a full assessment made. No signs of hypoxia were detected. Upon subsequent inspection, I discovered I had misread the cabin pressurisation gauge at FL50, reading the cabin differential of 0.5 as 1,500' cabin alt and the cabin alt of 5,000' as a differential of 2.0, approximately what I would expect. The cabin altitude now indicated 9,500' which was appropriate for an unpressurised aircraft at FL100. Although, the masks had deployed, the passengers were content to continue to their destination and there was sufficient fuel to carry out the rest of the flight at FL100. The flight was completed without further incident. Upon further inspection, with specific attention to the items affecting the aircraft pressurisation, it was discovered the left gear 'squat switch' was not connected. Under normal inspection, it appeared connected, as the nut and bolt had been replaced, and the lever arm hung in the correct position, however, upon touching the switch it moved freely. On arrival at the aircraft it was found that the LH squat switch was disconnected from the upper torque link. The hardware to attach the squat switch was still installed in the eye end of the squat switch arm. I preceded to actuate the squat switch to ascertain if the audible click of the switch was still present and check the security of the arm to the switch. I reattached the squat switch arm to the upper torque link of the LH main landing gear leg and safetied the nut with a split pin as per the manual AMM 32-60-00-201. A check of the stowage of the cabin oxygen masks was also carried out as they were reported to have deployed in flight IAW AMM 35-00-00-201. The aircraft departed with no further reported incident. The Maintenance Organisation is investigating possible causes for the disconnect and will report further once complete. It appears on initial investigation that the squat switch was disconnected and not reconnect, this was not picked up when operator excepted the aircraft or on the pilots walk around. Operator will have to await further investigation before further comment can be made. Although a check of pressurisation was made in the climb through FL50 the aircraft captain admits to a cognitive failure and miss-reading the pressurisation gauges. This will be the subject of further investigation.

BEECH 200	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Normal descent**	**En route**	**09/11/2014**	**201415832**

Elevator trim failed during descent due to being frozen.
During the decent the autopilot tripped out due to the elevator trim fail warning light. The trim had frozen during the cruise. Decent to a lower, warmer level at a reduced speed was initiated to unfreeze the trim.

BEECH 33	**CONTINENTAL (TELEDYNE) USA 520 FAMILY**	**Landing roll - off runway**	**EKRK (RKE): Kobenhavn/Roskilde**	**01/11/2014**	**201415531**

Serious Incident: Aircraft landed long and ran off the end of runway. Three POB, no injuries reported. Subject to Foreign Authority investigation.

BEECH 36	**UNKNOWN**	**Landing**	**EGPC (WIC): Wick**	**14/10/2014**	**201414550**

Aircraft landed on disused runway.
Aircraft first came on frequency at 30nm, FL55 and immediately requested to continue VFR with a Basic Service. I confirmed that his IFR plan was cancelled and a Basic Service. I gave joining instruction for right hand downwind RWY, which was read back correctly. The pilot subsequently reported right hand downwind RWY. I saw him and requested him to report final RWY. When the final RWY call was made the aircraft appeared to be on a short right base RWY. I cleared aircraft to land RWY, which was read back, and I glanced away. I lost sight of the aircraft until the pilot said, 'I've landed on the wrong runway', when I saw him in a landing roll on disused RWY, west of the intersection with RWY. The landing was completed without incident and the aircraft given taxi instructions to the apron. The disused runway is not included in routine inspections and is marked with white crosses. It was free of obstructions for most of its length, but a red and white barrier is in place 57m from the end designating a parking area (not in use at the time). There was no damage to the aircraft and nothing was found during a post-incident runway inspection. The pilot has been flying into airfield occasionally for many years and is familiar with the airfield. He has no explanation for his error other than a keenness to land.

BEECH 36	**UNKNOWN**	**Taxi to runway**	**EGPC (WIC): Wick**	**14/10/2014**	**201414551**

BE36 exceeds clearance limit.
A/c was cleared to taxi to holding point Bravo, and readback the holding clearance. A/c then taxied through holding point Bravo and was recleared to holding point Charlie, to which the pilot complied following several iterations of the new clearance limit by the ATCO.
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BEECH 36	**UNKNOWN**	**Taxi to runway**	**EGPC (WIC): Wick**	**16/09/2014**	**201413106**

Beech 36 taxied without a clearance.
On handover of the ATCO position, I was told of an a/c at the hanger on start to taxi to the main apron. The handing over ATCO stated that it had been a while since a start clearance had been issued, so I made 2 transmissions to check if the a/c was still on frequency. No response from either transmission was received. Following several vehicle clearances around the manoeuvring area, the BE36 was observed on the loop taxiway passing Holding point Echo. Be36 was given taxi instructions to the main apron and reminded of the requirement to obtain permission to taxi on the manoeuvring area.

BEECH 58	**CONTINENTAL (TELEDYNE) USA 520 FAMILY**	**Taxi from runway**	**EGCN : DONCASTER SHEFFIELD**	**23/10/2014**	**201415081**

BE58 fails to taxi in accordance with clearance.
BE58 failed to taxi in accordance with clearance. BE58 arrived free called radar, inbound without PPR, and was passed to ADC by radar. After landing a standard taxi clearance with a limit of Stand 15 was issued. BE58 was not aware of Stand 15 and wanted to taxi to the Cessna Citation Centre. BE58 was informed that the Taxiway G had been turned into Stand 15 over a year ago. He stated that he would taxi onto the Citation Centre Apron. He was told that he could not as it would cross an uncontrolled roadway and a taxi clearance and instructions were reiterated. BE58 asked if he could taxi to the right of the Vulcan (parked on Stand 16) which would mean leaving the route of his clearance again denied, the controller thought with the erratic nature of his arrival and taxiing he might try to taxi under the wing of the Vulcan on Stand 16. BE58 was observed taxing across Stand 17 and along the road, ADC passed traffic on vehicles he may encounter. The weather was good QNH1017.

BEECH 76	**LYCOMING 360 FAMILY**	**Landing**	**EGSC (CBG): Cambridge**	**09/11/2014**	**201415768**

UK Reportable Accident: Aircraft landed with nose landing gear retracted. Aircraft nose damaged. Two POB, no injuries. Subject to AAIB AARF investigation.

BRITTEN NORMAN BN2	**UNKNOWN**	**En-route**	**EGPA (KOI): Kirkwall**	**17/10/2014**	**201414740**

Potential conflict in Class G airspace between a BN2P and an S92. BN2P descended without ATC clearance. Appropriate ATC action taken. Traffic info given.
Level Bust of BN2P vs S92. At the time of the incident I was Twr/App U/T with an OJTI supervising. At approximately 1130 Sumburgh Radar coordinated inbound traffic with Kirkwall Approach - an S92 who would be handed over to Kirkwall on reaching 59'30"N; S92 had not previously booked in to Kirkwall. Subsequently the first call from S92 was received at 1145, at 36D on the KWL336R (approximately coincidental with 59'30"N). The a/c requested a Procedural Service, Climb to Altitude 2600ft (MSA) and joining instructions for the ILS Approach at Kirkwall. S92 was climbed to 2600ft, and the pilot asked if they were familiar with the Direct Arrival Arc ILS approach to R/W09, which they confirmed that they were. The pilot was next asked to report at 15D and on reaching this point was cleared for the 'Arc ILS arrival Runway 09, to report established on the arc'. The pilot read back this clearance and reported on the 10.5D Arc at 1200. A BN2P had booked in to Kirkwall for Instrument Training and had already completed 1 x IAP and gone around. After deconflicting BN2P from subsequent departing traffic, BN2P was instructed to 'Maintain Altitude 4000ft' and cleared to the KWL (DVOR). On reaching the KWL cleared outbound for the ILS Approach R/W09 to Maintain Altitude 4000ft until advised'. BN2P readback this clearance correctly and reported outbound on the ILS procedure at 1205. Position reports were requested of and received from both pilots; as the S92 was conducting the approach they reported a 'stiff headwind' (as they had yet to report 'Localiser Established', at this point I checked the position and level of BN2P and found he was 8D outbound KWL257R. Realising that the BN2P would catch up the S92 I attempted to break BN2P off the approach and turn it back to the hold at the KWL, but on checking the aircraft's level I found he had descended without clearance. I immediately passed Essential Traffic Info both a/c and instructed BN2P to climb to Altitude 4000ft; S92 reported seeing the BN2P 600ft above their level and climbing (lateral position unknown). S92 continued the approach to land safely at 1215. BN2P elected to take a Basic Service and continue to self-position for an ILS approach R/W09; Wake Turbulence Information was passed.

BRITTEN NORMAN BN2B	**LYCOMING 540 FAMILY**	**Taxiing: Other**	**EGPA (KOI): Kirkwall**	**15/11/2014**	**201416122**

Rudder pedal jammed in full right position during taxi.
Taxing from the hangar, with the intention of re-positioning to the apron for the afternoon flight, the rudder pedal jammed in full right position. As taxing was no longer possible, engines shut down. We found that with the rudder pedal adjuster unlocked and full right rudder with the pedals held forward of the front detent it is possible for the RH rudder pedal to foul and "hook" the nose wheel steering cable. With the rudder pedals locked in any of the detents there is no possibility of this occurring. This was discussed with LMC who circulated an email. A notice to crew has been raised in both log books and at LMC suggestion a decal has been fitted to the front of each log book.

BRITTEN NORMAN BN2T	**UNKNOWN**	**Cruise**	**En route**	**15/10/2014**	**201414441**

PAN declared and aircraft diverted due to flames observed from Nr1 engine.
Whilst operating as the combined East Bank Tactical and Planner I received a call from aircraft declaring "PAN PAN, PAN PAN, PAN PAN". I then requested the aircraft pass his message and was informed that the flames had been observed coming from the left hand number one engine and as such a precautionary shut down of the engine had been performed. The aircraft requested vectors for a diversion and I issued a heading instruction of 220 degrees. I then called approach to inform them of the issue and also informed my LAS of the PAN call. With my LAS in attendance on the sector I placed the RT on speaker and confirmed with the aircraft which engine had been shut down, what length of final approach was required and if an approach for runway was being requested as other runway was in use for landing. The pilot confirmed the number one engine shut down, that he would take an approach for either runway and a minimum 7nm final was required. This information was passed to radar. The aircraft was observed descending from the cleared level of FL80 but I did not think it a priority to question this before the aircraft requested descent. I issued a descent clearance to 5000ft (there were no pending departures on either bank) and passed the QNH. This clearance was also passed to radar and then the aircraft was transferred to their frequency after checking the pilot was happy to take a frequency change. After working radar the aircraft landed safely and vacated the runway.

BRITTEN NORMAN BN2T	**ALLISON USA 250 FAMILY**	**Rejected take-off**	**EGHH (BOH): Bournemouth/Hurn**	**31/10/2014**	**201415528**

Poor ATC service during departure, resulting in rejected take-off from R/W26.
Islander called ready for departure at N for R/W26. Tower cleared Islander for take-off. Halfway between N and start of runway, traffic was seen on final. Tower called “Islander make this an immediate take-off, traffic on 1.5nm final for a go around”. This was acknowledged. Tower advised exam traffic on final to expect late go around clearance. As turning onto runway power was applied and a/c began to accelerate. Tower then called “Islander hold position”. A/c brought to a stop whilst Tower gave exam traffic instructions for immediate G/A. Once that traffic on climb out, new T/O clearance given and Tower apologised.

CASA 1 131	**OTHER (ENMA TIGRE G-IV-B)**	**Landing**	**EGTB : Wycombe Air Park/Booker**	**10/11/2014**	**201415825**

UK Reportable Accident: Hard landing. Oleo collapsed. One POB, no injuries. Subject to AAIB AARF investigation.

CESSNA 150	**CONTINENTAL (TELEDYNE) USA 200 FAMILY**	**Cruise**	**EGNR : Hawarden**	**30/10/2014**	**201415356**

PAN declared and aircraft diverted due to snapped cable on carburettor heat handle in possible icing conditions.
Aircraft declares a PAN due to a problem with the carburettor heat. The PAN call was acknowledged and the aircraft was advised of his distance from two suitable airports the aircraft elected to divert to one of them, relevant approach advised of the details and aircraft was transferred to them landing safely at around 10:25.
Supplementary 31/10/14:
I was on duty as the ADI ATCO when I received a phone call from Liverpool Radar advising me that the aircraft had declared a pan due to carburettor heat problems and wished to divert into this airfield. I requested the aircraft be transferred too this Radar. The aircraft made a visual join and landed safely at 10:28. The aircraft advised that he required no further assistance and the fire crew stood down at 10:29.
Supplementary 01/11/14:
I departed VFR heading back to the aircrafts home base. (The atmospheric conditions lent itself to the threat of carburettor icing and so I was meticulous in ensuring a comprehensive FREDA check every 6 minutes. En route, the carburettor heat operating handle came away in my hand during a FREDA check. The cable had snapped approximately 18 from the operating end and it was jammed in the off position (no drop in revs). Temperatures and pressures remained within the green at that point and the engine was not running rough (as you would expect so quickly after the incident). I declared a PAN PAN urgency message to Radar and informed them of my intent to divert to the nearest airfield, to which they promptly acknowledged me. I requested an altitude change to 3000ft to increase our glide range should an engine failure occur. I was instructed to contact Radar with approximately 8 miles to go. I was cleared right base for runway 22. I descended gradually, keeping the RPM above 2000 and only throttled back to achieve the landing configuration once I was comfortably within gliding range of the runway; factoring in the headwind. At no time did the engine run rough, or did the temperatures / pressures deviate out of the green arc.

CESSNA 150	**CONTINENTAL (TELEDYNE) USA 200 FAMILY**	**En-route**	**EGD406**	**17/11/2014**	**201416198**

Infringement of Danger Area EGD406 (Class G) by a C150.
A light aircraft was observed to TWICE infringe the active Danger Area EGD406. Range staff reacted to the incursion by immediately ceasing all hazardous operations until the aircraft had cleared. MOD Eskmeals does not have any air surveillance equipment and so all sightings are made visual by range staff. Additional information was obtained from Warton ATC who held the aircraft on their radar. Warton ATC confirmed aircraft in the area.

CESSNA 150	**CONTINENTAL (TELEDYNE) USA 200 FAMILY**	**Cruise**	**EGLL (LHR): London/Heathrow**	**31/08/2014**	**201411623**

Transponder fault showing return as an infringer. Avoiding action taken for descending aircraft.
A 7000 squawk slowly moving return suddenly showed on radar about 4nm east, tracking west initially, indicating FL86 initially although it went up to FL90. At that time, the only traffic was one other aircraft descending to FL80 who had been given a heading of 120 degrees to come off the holding point and it was still 3nm NW of the hold. While trying to establish with the GS whether it was a genuine infringer, the 7000 squawk continued tracking west. Descending aircraft was given an early turn onto a heading of 190 degrees before BNN in order to avoid the alleged infringer. Once clear of the infringer, the aircraft was turn downwind and continue with the approach normally. It has since been confirmed that a faulty transponder was the cause.

CESSNA 152	**LYCOMING 235 FAMILY**	**Intermediate approach**	**EGPK (PIK): GLASGOW PRESTWICK**	**24/08/2014**	**201411670**

Alternator problem.
I was on duty as ADC and advised that the aircraft was inbound via the northwest VFR with an alternator problem. He called joining downwind right-hand for runway 30. I cleared him to land and gave lamp signals to conserve aircraft battery power as his radio was intermittent. Traffic information was passed on a light aircraft holding to the southeast VFR. A local standby was called and the aircraft landed safely at 1143z.

CESSNA 152	**LYCOMING 235 FAMILY**	**Cruise**	**EGKH : Lashenden/Headcorn**	**24/09/2014**	**201413390**

PAN declared due to rough running engine. Aircraft diverted.
I was the band boxed LARS North & East controller when aircraft called PAN PAN PAN. Rough running engine looking to divert into a field. The pilot then cancelled the Pan. Reporting the engine was fine. I gave him advice that alternate was 10nm NW of his position and if he wanted to make a precautionary landing it was the closest aerodrome. He elected to follow this asking for a QDM for alternate. He then had several confusing calls about leaving the frequency but eventually left and spoke to alternate aerodrome 122.0. Were advised he was inbound and a/c landed safely.

CESSNA 152	**LYCOMING 235 FAMILY**	**En-route**	**EGGW (LTN): London/Luton**	**24/09/2014**	**201413521**

Infringement of the Luton CTA (Class D) by a C152 squawking 7000. Standard separation maintained.
A 7000 squawk set of Scait indicating 5500ft where the base of CAS is 4500ft, NNW of Luton airfield. It appeared to be performing tight orbits and was only just inside CAS. A319 was a downwind right hand release into Luton, still working TMA North. I telephoned NW coordinator pointing out the infringer and suggested a heading of 100deg and to stop the descent at 6000ft, (in effect changing the 5000ft release to 6000ft). I felt this action would keep the A319 from coming too close to the infringer whilst not wanting to issue avoiding action to another controller over the phone when I did not know of their traffic, (think they were reasonably busy). The speed and relative positions of the a/c meant that they were not in conflict. Cranfield tower/approach telephoned with the details of the infringing traffic, (I am not sure how the controller knew of the infringement). The pilot telephoned the GS Airports and stated that they thought they were at 4500ft. Analysis of the radar indicated that separation was maintained at all times.

CESSNA 152	**LYCOMING 235 FAMILY**	**Cruise**	**EGUW : Wattisham**	**30/09/2014**	**201413799**

Infringement of the Stansted CTR (Class D) by a C152 flown by a student pilot who had been unsure of their position. Radar based navigational assistance was given until C152 pilot reported visual with intended airfield. Avoiding action given.
Student Pilot - Unsure of Position Approaching CAS. I was the radar controller at Wattisham when I received a telephone call from Earls Colne at approx. 12:40 informing me that they had a student on frequency, C152, on a navex that was unsure of his position and they would like me to provide radar-based navigational assistance. The pilot called at 12:41 and was identified on the Wattisham 247/22.6 at 1500', just inside of the Stansted CTR on the extended centreline of their runway. The a/c was turned immediately East and descended with his own terrain, to clear CAS. A telephone call was initiated to Essex Radar to confirm my actions and details of the a/c were passed, which were confirmed on a subsequent call. The a/c was vectored to the overhead of intended airfield and the airfield's position was called several times. Permission to enter the intended airfields ATZ at 1400' was granted. In the overhead of intended airfield, the pilot reported visual with the airfield and was transferred to freq 122.425. The 1150Z weather at Wattisham was giving 230/8, 20Km, nil, few/2000' with a 2000' wind 270/20.

CESSNA 152	**LYCOMING 235 FAMILY**	**Take-off**	**EGNX (EMA): NOTTINGHAM EAST MIDLANDS**	**01/10/2014**	**201413911**

FOD. C152 flight check list manual discovered and recovered from R/W27 during routine runway inspection. Pilot was aware they had lost the manual on departure.
FOD on runway. Cessna 150 /152 Flight Check List manual recovered from the runway during a routine runway inspection. The check List was found on the centreline abeam Hotel. The owner of the manual has been identified as the pilots name is written on the front cover. The pilot was aware he had lost the manual on his departure.

CESSNA 152	**LYCOMING 235 FAMILY**	**En-route**	**EGGW (LTN): London/Luton**	**27/10/2014**	**201415165**

Infringement of the Luton CTR (Class D) by a C152 (believed) showing as a primary contact only. Standard separation maintained.
At 1420 I noticed a PCait activation 6nm SW Luton airport. The contact was tracking towards the airport so I called up the tower and imposed a 'Check All.' Aircraft was ready to depart on a MATCH but I had to keep in on the ground. The unknown contact, after about 3 miles, turned right to take up a southerly track to leave the control zone. I made a blind call on the frequency and also called Farnborough LARS to no avail. I watched the contact track down to Elstree, at which point Farnborough called me up to say they were fairly sure it was the C152, as one of 2 aircraft inbound to Elstree (the other of which they had been working). The contact was however, not positively identified.

CESSNA 152	**LYCOMING 235 FAMILY**	**Initial climb**	**EGTB : Wycombe Air Park/Booker**	**31/10/2014**	**201415538**

Aircraft landed in field following engine failure after take-off exercise.
Pilot of aircraft reports aircraft landed in field following engine failure after take-off exercise. No injuries or apparent damage. Aircraft later recovered after engineering attendance.

CESSNA 152	**LYCOMING 235 FAMILY**	**En-route**	**EGLL (LHR): London/Heathrow**	**09/11/2014**	**201415760**

Infringement of LHR CTR (Class D) by a C152 squawking 3717. ATC Brize LARS instructed the a/c to leave the CTR. Heathrow departures were stopped for 3 minutes.

CESSNA 152	**LYCOMING 235 FAMILY**	**En-route**	**GOW**	**12/11/2014**	**201415902**

Infringement of the Glasgow CTR (Class D) by a C152 at 2000ft. Standard separation maintained.
C152 was on a local flight to the East, he had reported leaving the zone and been given a Basic Service. A few minutes later I observed a primary only return manoeuvring just inside the eastern edge of the zone which I suspected was the C152. I asked the pilot to report his position, one voice replied that he was 2 miles East of the fort and then another voice said he was in the Baillieston vicinity. The DRDF for the transmissions also indicated that it was the return in question. I asked if they had a DME from Glasgow, which they didn't, but using reported headings it became clear that they were much further West than they thought they were and had in fact infringed the zone, there was a very strong south-easterly wind at the time. I monitored the return against a departing jet and I informed the pilot he had infringed and told him his position, he initially turned eastbound to leave the zone but due weather requested to return to the airfield via KBR. He was then transferred to tower and landed normally.
Supplementary 13/11/14:
Deteriorating weather caused me to issue the student pilot a heading to fly, which was further West than initially planned. As it was his first flight at night and due to the showery weather causing challenging flying conditions, he struggled to hold the heading and maintain altitude. I was monitoring his flying when it became apparent that instead of routing North from Hamilton and staying clear of CAS, we had drifted West towards the CTR and ended up just West of Baillieston. The controller asked us our present position and there was a bit of confusion but when our position was confirmed, we requested and received a clearance to stay inside CAS and we returned to land at Glasgow.

CESSNA 152	**LYCOMING 235 FAMILY**	**En-route**	**Overhead Bidford on Avon**	**30/09/2014**	**201415985**

Green laser attack.

CESSNA 152	**LYCOMING 235 FAMILY**	**Landing**	**Defford Croft Farm, Worcestershire**	**13/11/2014**	**201416006**

UK Reportable Accident: Aircraft runway excursion due to late landing. Damage to wingtip and propeller. One POB, no injuries. Subject to AAIB AARF investigation.

CESSNA 172	**LYCOMING 360 FAMILY**	**Cruise**	**En route**	**29/08/2014**	**201412069**

Prolonged loss of communications (PLOC) due to aircraft radio volume being turned down.
Aircraft was operating vfr on a photographic survey approx 5 nm's south not above altitude 1500ft and slightly south of the rwy climb out. Airport were using rwy at the time. My plan was to instruct him to descend to not above 1000ft and route more south west to allow me to depart ifr traffic of Rwy. I call aircraft. No reply. After several more attempts on the rt I try the ident method with no success. Other aircraft endures a 6 minute delay on the threshold before a non standard right hand turn out is allocated to keep him clear of aircraft. Another aircraft is also allocated a right hand turn out on departure. Aldis lamp signal tried without success. Use of mobile phone tried to the pilot but straight through to voicemail. Other aircraft inbound attempts to call aircraft on frequencies without success. Other aircraft outbound from agrees to enter the zone and try and make contact with aircraft. Other aircraft enters the magee hold to allow for a departure of rwy. Aircraft makes rt contact with radar. He is told atc have been trying to raise him for some time and is instructed to leave the zone. He apologises blaming finger trouble for his volume being turned down. Approaches begin again and normal departures can be accommodated. In total 2 aircraft made non standard right turns off rwy and 3 aircraft held temporarily at magee during this incident.

CESSNA 172	**LYCOMING 360 FAMILY**	**Cruise**	**En route**	**31/08/2014**	**201412104**

PAN declared and aircraft diverted due to oil pressure indication.
Aircraft called a PAN at time 1454Z with I believe oil pressure problems. Pilot requested to divert immediately to repair the issue. I asked if he was able to maintain his altitude, and also gave the pilot the position of the airfield to his NW and also advised of the intense gliding in progress there. He elected to continue to divert to his choice of airfield, so I called gliding club after trying their ATC just in case. I passed basic details to gliding club and once more able called back to get their local pressure setting and runway in use. Club advised also they had grounded all their gliders just in case, and provided the frequency of 119.225 and Rwy27. Aircraft changed frequency and joined with a left hand pattern after clearing the gliders and landed without incident.

CESSNA 172	**LYCOMING 320 FAMILY**	**Cruise**	**EGSS (STN): London/Stansted**	**21/09/2014**	**201413294**

Infringement of the Stansted CTA (Class D) and TMZ2 (Class G) by a C172. Standard separation maintained.
Primary return was observed in EGSS TMZ2. Looked like it may have departed EGSX, so called them, but they had no traffic known in that direction. While on the phone to them, a Farnborough LARS squawk was selected by the a/c which also showed a Mode-C response indicating the a/c was inside EGSS CAS. I then spoke to Farnborough who identified the a/c, who they were instructing to descend immediately. No EGSS traffic was in the area at the time, so no action had to be taken to avoid the infringement.

CESSNA 172	**LYCOMING 320 FAMILY**	**En-route**	**Stansted TMZ 2**	**03/10/2014**	**201413961**

Infringement of the Stansted TMZ 2 (Class G) by an unknown a/c. A/c identified as a C172.
At approximately 1435 an unknown contact entered TMZ 2 SW of North Weald. I put a check all on. I called North Weald to see if they were speaking to the unknown traffic which they said no. The unknown contact entered the CTR and then turned eastbound. It then showed 7010 with Mode C. I called North Weald to get the a/c callsign and type. No other traffic was affected.

CESSNA 172	**LYCOMING 320 FAMILY**	**Cruise**	**Netherthorpe**	**26/10/2014**	**201415185**

Infringement of the Doncaster Sheffield CTR (Class D) by a C172 at 3000ft. Standard separation maintained.
7000 squawk observed departing the Netherthorpe ATZ NE bound climbed to 3000ft. Aircraft traced via Mode S and tracked back into Netherthorpe. Pilot contacted and was aware on the error.

CESSNA 172	**CONTINENTAL (TELEDYNE) USA 300 FAMILY**	**En-route**	**EGBE (CVT): Coventry**	**09/10/2014**	**201415975**

Green laser attack on A/c from two separate locations.

CESSNA 172	**CONTINENTAL (TELEDYNE) USA 300 FAMILY**	**Cruise**	**En route**	**14/09/2014**	**201412949**

Precautionary landing carried out due to electrical malfunction.
The aircraft had been handed over and was identified and verified at 3500 feet, receiving a basic service as requested by pilot. I noticed that its mode "C" was now indicating 1000 feet QNH. Believing that the pilot may have mis-identified the airfield, I gave him his position and a QDM for his destination airfield whilst also trying to confirm his altitude again. Initially the pilot said 2000 feet, but when questioned again, confirmed it was 1000 feet. His transmissions then became very broken, but whilst trying to find out what assistance might still be necessary, I could make out that the aircraft had a low voltage indication. I asked how many were on board - pilot only. The aircraft then disappeared from both primary and secondary radars and I lost contact on RTF at 05:26. I rang D&D immediately, followed by local police HQ. I also tried to ring LACC Sup, but they did not answer. At 05:36, I received a call on RTF from the pilot, saying that he had made a successful precautionary landing at another airfield but had now taken off again and was continuing his flight saying that there was no emergency, and that he did not require any assistance. All agencies were informed again.

CESSNA 172	**CONTINENTAL (TELEDYNE) USA 300 FAMILY**	**Taxi to runway**	**EGTC : Cranfield**	**11/11/2014**	**201415877**

C172 crossed Taxiway A without a clearance.
C172 was observed from the VCR to have started his engine and proceeded to taxi across Taxiway Alpha from apron 6 to the customs apron without a clearance. No attempt was made to contact the tower, I tried to contact the pilot via the RT to instruct him to hold position - no response. It was observed from the tower the pilot was not wearing a headset.

CESSNA 172	**LYCOMING 360 FAMILY**	**Initial climb**	**EGMD (LYX): Lydd**	**21/09/2014**	**201413404**

PAN declared and aircraft returned due to rough running engine.
Aircraft lands safely.
Supplementary 21/09/14:
Into climb the engine momentarily misfired, approximately 2 seconds from the initial misfire the engine stuttered again and started to run very rough with a loss of power. I levelled the aircraft and throttled slowly back to 1500 revs commencing a gentle left turn. PAN PAN was called to tower requesting a return to field. Fuel, T&Ps etc were checked whilst in the turn with no obvious reason for rough running. Commenced a close downwind circuit for runway as expected engine to stall at any time. Once within glide approach limits the engine was slowly throttled back to idle and a normal landing was made. The engine idled ok and I was able to taxi back to the apron and shut down.

CESSNA 182	**UNKNOWN**	**Cruise**	**En route**	**04/09/2014**	**201412478**

Prolonged loss of communications (PLOC).
EGOV ring with a handover on aircraft, 3 SE SOPAX. We had already been advised that his transponder has failed and that his radio is very weak. No contact with aircraft and primary contact believed to be him observed orbiting left hand at SOPAX. EGOV rung to find out ¡f they still have contact with aircraft which they don't. D&D telephoned to try and raise aircraft on frequency no response. Approach assistant wonders if aircraft is trying to fly a radio fail triangle. Aircraft instructed to track North if he can receive, which he does. Aircraft cleared into the zone VFR and given runway in use. Transmission acknowledged by turning west. Tower instigate a local standby. Aircraft asked to turn west if he has any other problems and east if it is just the radios, return observed to turn east. Aircraft has field in sight and lands safely. The pilot was spoken to after the incident and he advised that he was able to receive transmission but was unable to transmit on either radio. In addition, the transponder had failed. Otherwise, the aircraft was fully serviceable. ATC regard incident as closed.
Supplementary 04/09/14:
Fire leader reported on standby to ADC. APR asked ADC whether a follow me vehicle had been coordinated. ADC asked Fire 6 to carry out this function. Fire 6 requested to proceed to hold, and this was permitted by ADC. The ADC was prudent to suggest contacting D&D, as APR agreed that he had overlooked their possible ability to assist. All agreed that team members should never be reluctant to suggest good practice to colleagues.

CESSNA 182	**CONTINENTAL (TELEDYNE) USA 470 FAMILY**	**En-route**	**EGCC (MAN): Manchester/Intl**	**25/10/2014**	**201415487**

Infringement of the Manchester CTR (Class D) by a C182. Standard separation maintained.
I observed the AIW function activate near Thelwall viaduct and saw a 7000 squawk had entered the Manchester Control Zone. I phoned Air 1 to advise them of this, it should have been Air 2 as we were dual, the information was passed to the Air 2 controller who took avoiding action with their departure. Staffa sector asked if I was working the traffic which I advised them I wasn't. The subject aircraft then left the zone and displayed a Liverpool squawk. I traced the aircraft through Mode S and Liverpool and it was a local banner towing flight from Stretton to Stretton.

CESSNA 182	**CONTINENTAL (TELEDYNE) USA 470 FAMILY**	**En-route**	**EGGW (LTN): London/Luton**	**28/10/2014**	**201415239**

Infringement of the Luton CTR (Class D) by a C182. Standard separation maintained.
At 16:39 an unknown aircraft squawking 7000 activated SCAIT as it entered the GW CTR about 5nm NW of BNN. It had no mode C selected, and 2 blind calls to the callsign shown from Mode S went unanswered. The aircraft proceeded towards Dunstable Downs gliding site before turning left and away to leave the CTR. A "Check All" was already in place due to a LD inbound that I was vectoring through GW airspace, and I monitored the unknown to ensure it did not come into unsafe proximity with this aircraft. Avoiding action and/or traffic information were not required. C182 was observed to land at Meppershall at 16:48.

CESSNA 206	**LYCOMING 540 FAMILY**	**Manoeuvring**	**EGNT (NCL): Newcastle**	**23/08/2014**	**201411649**

Engine malfunction.
Aircraft was on a survey task North East of the airfield when he asked for rejoin. He was asked to orbit in his present position, when he advised he was having engine trouble. Circuit traffic was broken off and aircraft was cleared straight in to runway 25, a Full Emergency was called. The aircraft landed safely at 1238 and vacated the runway with no issues.

CESSNA 208	**UNKNOWN**	**Final approach**	**EGBJ (GLO): Gloucestershire**	**15/11/2014**	**201416035**

Runway incursion by stray dogs. C208 turning for final sent around.
At 11:54 UTC, ATC received phone calls from local operators advising that dogs had been sighted without owners on the Tower Apron. Airside Ops staff were despatched to investigate, and at 11:57 the dogs were seen on Apron Alpha. The dogs subsequently ran towards and entered Runway 27 via A2 as a C208 turned final. The C208 was instructed to go around while Ops vehicles entered the runway to disperse the dogs, which are believed to have originated from a nearby caravan site.
METAR 1150Z 00000KT 9000 SCT007 BKN011 11/09 Q0999.

CESSNA 441	**UNKNOWN**	**Normal descent**	**KOLID**	**14/11/2014**	**201416020**

Altitude excursion. Standard separation maintained.
Very busy and complicated session on S29 with turbulence in the sector, and also in the sectors above, creating extra traffic/complications. Slow Dublin inbound C441 was being caught by a quicker aircraft so was given descent from FL280 to FL270. I didn't transfer to IOM sector as it was passing over a southbound aircraft routing to EGTE cruising at FL250. The C441 did not have mode S but I noticed the mode C indicating FL267 and descending. I instructed the a/c of its cleared level and told it to maintain FL260. As I was speaking it began to climb back to FL270 so I instructed it to maintain FL270 as cleared. The lowest point it reached was FL264 before climbing back to FL270.

CESSNA 510	**PRATT & WHITNEY (CANADA) Other (PW615F-A)**	**Taxi to runway**	**EGLC (LCY): London city**	**01/10/2014**	**201413979**

A C510 parked at the Jet Centre started up without a marshaller present and taxied without clearance from ATC.
A/c started up without any marshallers around, Jet Centre agent were dealing with something else as we were busy, Jet Centre agents then received a phone call from OPS saying that the a/c had left the Jet Centre apron without permission from tower and again no marshaller. A/c was parked right on the cp line.
Supplementary 08/10/14:
AOSU heard over the ATC frequency that an a/c had gone past holding point Yankee without permission. AOSU switched the CCTV to the a/c which was a biz jet holding abeam holding point Alpha. ATC had asked the a/c to hold at the holding point Yankee after they had taxied on without permission without any marshalls present. Adding to this, once we spoke to the Jet Centre who also had concerns about the start up which was raised in another report.

CESSNA 510	**PRATT & WHITNEY (CANADA) Other**	**Scheduled maintenance**	**Unknown**	**22/10/2014**	**201414936**

Aileron autopilot slip clutch set at a slightly higher value.
Routine check/adjustment of aileron autopilot slip clutch, as part AMM chapter 5 inspection document 13 task resulted in the clutch being set at a slightly higher value. This occurrence looks like a misinterpretation of the usual mixed sources of data and terminology, The AMM22-10-00/AMM20-10-20 describes aileron and rudder servos as HIGH torque and to refer to the Line Maintenance Manual and installation manual. Table 6-1 LMM states roll servo to be set to 80 plus or minus 10 in-lbs and yaw servo to be set at 90 plus or minus 10 in-lbs. This then refers you to the installation manual for adjustment procedures. Page 1-7 gives figures of 90-160 in-lbs for HIGH torque servos, (80 plus or minus 10 in-lbs falls in to medium torque in this publication), hence the personnel concerned setting to 110 in-lbs. As the rudder servo is set to 90 plus or minus 10 anyway this would fall into the manual limits anyway for high torque so was not adjusted. There is a note in the manual which states these are initial certification values and to refer to aircraft specific manuals for values, which those concerned believed was the AMM where no values are published. The AMM refers to two different other publications to get the required data and adjustment techniques, it is felt at least the torque values should be in the AMM so the there is no ambiguity, as these values are aircraft type specific and therefore would not be changed without consultation with aircraft manufacturer. Team contacted and confirmed correct values as per the LMM question was asked why data not in AMM, response was they prefer to keep manuals separate to prevent duplication and mismatch of data. Servo will be adjusted to correct values as per the LMM.

CESSNA 510	**PRATT & WHITNEY (USA) PW6000**	**Approach - holding**	**EGSC (CBG): Cambridge**	**10/11/2014**	**201415831**

UK AIRPROX 2014/213 - C510 and a DHC1 on Cambridge approach.
I was providing a Procedural Service to inbound C510 who was in the CAM holding at A4.0 QNH1002. At approx 1450 the pilot reported taking avoiding action "on an old military looking a/c", who was reported as being at A4.0 as well. I advised C510 that I had no known traffic to the West of Cambridge airport. I then asked a Chipmunk under a Basic Service, to report his position, and he replied by advising me that he was East of Cambridge airport at A3.8. I requested the a/c to descend immediately thinking this was a conflicting aircraft to C510. Traffic Info was also passed to both pilots. Non-controlling staff in the VCR advised me that there was another Chipmunk visible to the West of the airport turning towards the airfield. C510 requested to leave the Hold to the East visually, which I approved with the instruction to maintain A4.0. The C510 pilot then requested a visual approach, which was approved. The a/c landed safely at 1500. I correlated the position of the unknown a/c to the West from the ATM and immediately phoned Essex Radar. Using Mode-S they advised me the a/c callsign. Our ATM showed an intermittent Mode-A/C which was also confirmed by the pilot of the C510 when I spoke to him on the land line once he had landed. 1420 17007KT 140V210 9999 FEW033 12/07 QNH1002
Supplementary 11/11/14:
Approaching Cambridge, we were asked by Cambridge Approach to take up the published hold over CAM NDB at 4000' (This was due to an B777 that needed to be towed off the active runway). On the third inbound leg tracking 092° toward the NDB, still at 4000' we spotted a light piston a/c at our 2 o'clock within 1nm and at the same level as us - well within the zone allocated for our hold. It appeared to be in a left turn and it quickly disappeared out of our view behind us to the starboard. At no time had we been informed about this traffic, neither did we get any indication about the a/c on our Traffic Warning System. Unsure of the other aircrafts position we requested to leave the hold on a easterly track to distance ourselves to the traffic. This coincided with the runway being cleared and we were subsequently cleared for the approach for RW23 and landed without further issues. (The a/c in question is believed to be a chipmunk operating from Duxford).

CESSNA T206	**LYCOMING 540 FAMILY**	**Cruise**	**EGGD (BRS): Bristol/Lulsgate**	**14/09/2014**	**201412939**

PAN declared due to loss of engine pressure.
I was in the APR Room, standing by to open the Radar 2 position, when so required. On hearing aircraft declare a "Pan" on 125.65, I manned the Radar 2 position immediately, ready to assist the Radar 1 (band boxed) controller. I observed the events described below in full: Aircraft declared a "Pan" when 9.5nm SE at 2600 feet, tracking WSW, squawking 5055. The stated cause of the "Pan" was a loss of engine manifold pressure. The aircraft requested to divert and was given radar vectors to the ILS RW09, at 2500 feet. The pilot confirmed that he was suitably rated to accept this approach and the aircraft landed without further incident at 1126.

CIRRUS SR20	**UNKNOWN**	**Unknown**	**EGGP (LPL): Liverpool**	**02/09/2014**	**201412318**

Aircraft returned with engine indication problem.
Whilst in the AIR position in the tower, we were informed by RADAR that aircraft was returning to the field due to Engine Indication Problems. RWY 09 in use. Local standby initiated via crash alarm. GMC and ATCA informed. Aircraft made a straight in approach runway 09 and landed safely. Incident stood down.

CIRRUS SR20	**CONTINENTAL (TELEDYNE) USA 346 FAMILY**	**Landing roll - off runway**	**EGMC (SEN): Southend**	**12/11/2014**	**201415897**

UK Reportable Accident: Runway excursion on landing. Two POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.

CYCLONE AIRSPORTS PEGASUS QUIK (GT450)	**BOMBARDIER ROTAX 912**	**Take-off**	**Plaistow, London**	**06/11/2014**	**201415826**

UK Reportable Accident: Loss of control on take-off. Propeller, wing, right wheel spat and pod damaged. Two POB, no injuries. Subject to AAIB AARF investigation.

DE HAVILLAND DH82	**DE HAVILLAND GIPSY MAJOR**	**Initial climb**	**EGSU : Duxford**	**17/10/2014**	**201414769**

Loss of engine power during initial climb.
After take off engine power reduced and in addition there was some rough running. Informed ATC and advised that I would be returning to land. Landing was normal and return to stand.

DE HAVILLAND DH89	**DE HAVILLAND GIPSY QUEEN**	**Cruise**	**En route**	**10/09/2014**	**201412783**

Radio failure.
Unable to contact en-route frequency, suspected radio failure squawk 7600 and return to base outside controlled airspace, rejoined iaw radio failure procedures and landed (intermittent transmissions were received).
Supplementary 16/09/14:
Battery found discharged, and no low voltage warning indication, although press to test function ok. Volt/Ammeter function normal. Generator drive found slack. Drive inspected, refitted & re-secured. Battery recharged & capacity tested - ok. Battery refitted, low volts indicator renewed and functional check of radio & electrical systems made - satisfactory.

DE HAVILLAND DHC1	**DE HAVILLAND GIPSY MAJOR**	**Initial climb**	**EGTW : Oaksey Park**	**17/09/2014**	**201413499**

MAYDAY declared due to rough running engine.
Shortly after take-off the engine (at full power mixture rich, carb heat hot) suddenly began to run very roughly. Engine instruments showed no problem. Both magnetos individually isolated to no avail. At reduced power vibration reduced however full power required to return for precautionary landing. Declared mayday. Elected to land at intended destination.

DE HAVILLAND DHC6	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Level off-touchdown**	**EGHE (ISC): Scilly Isles/St. Mary's**	**06/10/2014**	**201414286**

Damage found to runway end lights and evidence of an unreported short landing having taken place.
During the morning runway inspection it was noticed that two Runway 09 Stop End Lights were damaged. The previous day, Runway 27 was the predominate runway in use and only two types of aircraft were using this runway for arrivals. On closer inspection tyre tracks can be seen just beyond the damaged light fitting on the Turning Circle for Runway 27 with rubber markings on the two light fittings off the end of the runway, showing that an aircraft landed short of the official landing portion of the runway. Photographic evidence has been taken and the Chief Pilot of the probable operator notified and supplied with copies. No reports were made to ATC.

DENNEY KITFOX	**OTHER (IAME KFM 112)**	**Unknown**	**Black Springs, Castle Bytham, Lincolnshire**	**19/11/2014**	**201416365**

UK Reportable Accident: Aircraft struck building adjacent to airstrip. Damage to be confirmed. One POB, one injury. Subject to AAIB AARF investigation.

DIAMOND DA40	**THIELERT Centurion 1.7 (TAE 125)**	**Cruise**	**UPTON**	**03/11/2014**	**201415643**

Infringement of Airway L475/Manchester CTA 10nm West of Upton at FL49. Standard separation maintained.
I as the East Planner on OP30D. At 1100 I observed a CAIT return 10nm to the West of Upton on a 6160 squawk with an a/c ID at FL49. I called Doncaster, who told me the a/c was on a Basic Service, with them and they would tell him to descend. We had no traffic affected.
Supplementary 12/11/14:
I confess I was very much pre-occupied with remaining clear of obstacles on route across the Pennines to the extent that I failed to observe the Class A -3500 on the map. I was told by Doncaster that in order to remain clear of CAS that I should descend immediately to fl 3500 which I did. When I levelled of at fl 3500 I was told to contact Manchester which I did and then was advised by Manchester that I was at fl 3600 and needed to descend to remain clear. Thats when I realised that the Barometric setting on the autopilot was 2 Mb incorrectly set and descended immediately to fl 3500 on the correct Baro setting and resumed en-route to POL HIL VOR.
Supplementary 12/11/14:
Once airborne from Gamston I was pre-occupied with maintaining a good separation from the high obstacles that sit on top of the Pennines directly on route and also conscious of the the small Huddersfield gap between Manchester and the Leeds control zones through which I planned to fly. At the expence of good airmanship I completely overlooked the 3500ft max height in that area. I also had a warm feeling of being under a 'Basic Service' from Doncaster at the time who requested I descend to remain clear of CAS which I did immediately prior to contacting Manchester en route to POL Hill VOR. During the planning stage I was aware of the 3500ft height restriction but in all honesty I don't know why, despite some personal analysis since, why I did not fly to that height. Maybe linked to the false sence of security of being under a 'Basic Service' from Doncaster?

DIAMOND DA40	**THIELERT Centurion 1.7 (TAE 125)**	**Cruise**	**EGLC (LCY): London city**	**05/11/2014**	**201415732**

Infringement of the London City CTA (Class D) by an unknown a/c squawking 7000 at 1700ft. A/c identified as a DA40. Traffic info given. Standard separation maintained.
DA40 infringing the London City CTA. An a/c squawking 7000 infringed the EGLC CTA at 1700ft, resulting in a longer routing for an EMB170 at 3000ft inbound EGLC. Details of the infringing a/c were passed to us by Biggin Hill as they had worked it previously.

DIAMOND DA42	**THIELERT Centurion 1.7 (TAE 125)**	**Circuit pattern - downwind**	**EGBE (CVT): Coventry**	**18/08/2014**	**201412216**

Unsafe undercarriage indication, flypast inspection carried out.
At 16:53UTC aircraft conducting visual circuits reported an unsafe undercarriage illumination whilst on the downwind leg. A full emergency was initiated. The aircraft conducted a fly past of the Tower for a visual inspection. The gear appeared down. The aircraft completed a further visual circuit and landed safely at 16:58.

DIAMOND DA42	**THIELERT Centurion 1.7 (TAE 125)**	**Initial climb**	**EDKB : Bonn-Hangelar**	**11/09/2014**	**201412862**

Engine turbo charger failed. Aircraft returned.
The previous day I had flown without incident. I followed the standard pre-flight procedures. Everything was normal. ECU test passed. I lined up on runway 29 and held the aircraft against the brakes for 10 seconds with full power applied. The left engine showed 99% power and the right 98%, both above the 97% minimum for the available power check (the minimum is based on OAT and airfield elevation). The take-off run and take off were normal. At roughly 300ft the power on the RH engine dropped to around 40% despite full power being applied. A few seconds later the G1000 showed R ECU A FAIL and R ECU B FAIL. I followed EFATO procedure and did a single-engine circuit, landing back on runway 29. On the downwind leg I could smell burning oil. After clearing the runway I could see smoke being blown back from the RH engine. I shut down the RH engine at this point. The loss in power was caused by a failure of the turbo charger. On inspection the blades of the turbo impeller had scraped against the side of the housing, deforming the blades and preventing the impeller from turning. The aircraft has been inspected. A new turbo charger is sent out for replacement. The investigation is still ongoing.

DIAMOND DA42	**THIELERT Centurion 1.7 (TAE 125)**	**Initial climb**	**EGPC (WIC): Wick**	**15/09/2014**	**201413024**

PAN declared and aircraft returned due to ACU failure. A go-around was carried out because of low cloud and the aircraft was diverted to a nearby airfield.
Aircraft departed on a local oil survey flight on a basic service. Immediately after departure the pilot declared that he wished to return with an ACU failure, and wished to fly the VOR/DME approach rw13. He was instructed to climb to altitude 2000 feet and cleared for the approach rw13. On asking if the pilot if he wished to declare the emergency, he called a PAN and we initiated a local standby with the AFS via the crash alarm. At 14:00, the aircraft went around due to weather and elected to divert. I then changed the service to a procedural service. I co-ordinated with the relevant approach controller. The aircraft diverted and we stood down the local standby. Tower controller at the airfield advised me at approx 14:22 that the aircraft had landed safely
Supplementary 15/09/14:
Just after departure from runway 13, LH ECU A and LH ECU B fail captions appeared on the PFD. Checklist was performed by the PNF which resulted in ECU B FAIL clearing and ECU A fail still illuminated. PANPAN was declared and attempted a VOR approach at departure airfield. Go around was initiated because of low clouds and we diverted to another nearby airfield. Engine(s) were running and performing normally and no other abnormalities were observed. FADEC download carried out and ECU A and B observed. Fault traced to Turbo actuator not controlling the waste gate. Download sent to Centurion who confirmed our diagnosis, actuator on order not replaced yet due to distance from base.

DIAMOND DA42	**OTHER (AUSTRO E4 (AE300))**	**Standing : Engine(s) Not Operating**	**EGHH (BOH): Bournemouth/Hurn**	**27/09/2014**	**201415174**

Loading error.
During the pre-flight walk around it was noticed that a 10L drum of TKS fluid had been placed at the rear of the nose baggage bay on the RH side. This is not in accordance with a/c loading instructions in Ops Manual Part B Sec 6/7. Loads in the nose baggage bay have a significant effect on a/c CofG Position. It is not known who put the drum in the nose or why. Only pilots and FISEs are authorised to load company aeroplanes (Ops Manual Part B Sec 6.0 & 7.0). Previous flights may have taken place with this load not known.

DIAMOND DA42	**THIELERT Centurion 1.7 (TAE 125)**	**Intermediate approach**	**EGFF (CWL): Cardiff**	**30/10/2014**	**201415328**

Cardiff ATC failed to inform St Athan of an a/c on final approach to R/W12 on activation of the LFZ.
At 1113 St Athan rang the TWR ATSA and asked for the LFZ M 08. The ATSA told me that DX had asked to which I responded "Well, they should call me" .Whilst waiting for them to call me, (unbeknown to me), the TWR ATSA had asked the APC ATSA who, in turn, asked the APC ATCO. The APC ATCO then called me to say "DX have the LFZ". I responded with surprise as the correct process had not been followed but didn't query it as everybody (I thought) now knew. Whilst this was going on a DA42 was carrying out a procedural approach to R/W12 and was on a 8nm final (best guess). A short time later St Athan called me and asked (again) for the LFZ. I was (again) taken by surprise and said "I thought you already had it. LFZ approved". At this time the DA42 was at 4nm (approx) prior to the go around but I failed to tell St Athan about the a/c.

DIAMOND DA42	**THIELERT**	**Normal descent**	**DTY**	**03/11/2014**	**201415505**

Infringement of the Daventry CTA (Class A) by a DA42 at 5000ft. Standard separation maintained.
At 1428 an unknown a/c penetrated CAS North of DTY at altitude 5000ft and painted magenta on the radar. It was tracking South. I stopped an BB inbound at FL110 to maintain 5000ft separation and ensured that the blips did not merge. I called BB approach to see if they had any knowledge but they did not. Around DTY the a/c descended to 4000ft, outside CAS.
Supplementary 10/11/14:
Student had recovered from a simulated engine fire and was trying to recover back to 5500ft when I then instructed him that we needed to descend to our planned 3000ft above the DTY VOR. I had not noticed that we had gone further West than I had intended before our descent to 3000ft to join the 348 direct join radial to Coventry for a booked ILS.

DIAMOND DA42	**UNKNOWN**	**Taxi to runway**	**EGGW (LTN): London/Luton**	**04/11/2014**	**201415551**

Ranger vehicle failed to give way to a DA42 taxiing out to Holding point C1.
Vehicle failing to give way to aircraft. DA42 (ILS flight check acft) was taxiing out to A1. Due to a non release of the number one aircraft the holding point was changed to C1 for DA42 to enable his departure. DA42 not familiar with the airfield so stopped abeam the alpha link to check his map, I gave him further taxi routing guidance. Whilst standing to pass this information an ASU vehicle was observed to be transiting across the back of the south apron towards the alpha link. This vehicle then continued towards the alpha taxiway in a direct line for DA42. DA42 was told to stop but had already seen the vehicle, by which time the ASU vehicle had started to reverse back along the alpha link road.
Supplementary 13/11/14:
Ranger confirmed that it was dark and raining and the lights from the main apron had dazzled him. His intended route was from the Alpha Link to the Fire Station Link which would have taken him across the path of the outbound aircraft. He saw the aircraft just before it was instructed by ATC to stop and therefore began to reverse out of the way. He stopped momentarily at the Alpha Link, looked both ways and did not see the outbound until he started to move. He confirms that he did not enter the taxiway. Ranger was monitoring both Tower and GMC at the time. Clarification has been sought from LLAO as to whether drivers are taught as part of the airfield driving course to contact ATC if in any doubt or during poor visibility for traffic information even if they are free ranging. LLAO has confirmed that this is the case and that this has been a valuable learning experience for all their drivers. DA42 confirms that approaching A7 they slowed down as this is a pre surveyed point that they have to pass over in order to validate the onboard equipment prior to carrying out the flight check. As they moved away from A7 they spotted the vehicle from the left and were confident that the vehicle would stop. As they got closer they realised the vehicle would not stop and so applied brakes to stop the aircraft at the same time as the controller called a warning to stop. The vehicle braked hard and then reversed up the access road. There was potential for collision however they explain that this was spotted by the crew, the controller and ultimately although later than desirable by the driver. The GMC controller is to be commended for spotting the incident and taking timely action to stop DA42.

DIAMOND DA42	**UNKNOWN**	**Intermediate approach**	**EGKB (BQH): Biggin hill**	**13/11/2014**	**201415942**

Altitude excursion by a DA42 resulting in a loss of separation against a DHC8. Traffic info and avoiding action given. STCA activated.
DA42 was at 2000ft established on the 21 Localiser for EGKB and told "when established localiser, descend with the glidepath" which was read back. DA42 was then transferred to KB APP. DHC8 was being vectored behind the DA42 for London City at 3000ft. DHC8 reported he had traffic bellow him and climbing. DA42 was approximately 2200ft and climbing at this point therefore the DHC8 was given avoiding action with a turn to the north. As this put him in conflict with any departures off London City, departures were immediately stopped via the priority line to the tower. DHC8 reported he had not received a TCAS RA only a TA. DA42 climbed as high as 2400ft before descending again to land at EGKB. The pilot of the DA42 reported via KB APP that he had experienced a "gust of wind" which had led to the climb.

DIAMOND DA42	**UNKNOWN**	**Cruise**	**DTY**	**21/11/2014**	**201416318**

Infringement of the Daventry CTA (Class A) by a DA42 at 5100ft. Standard separation maintained.
At 1253z a/c was observed infringing CAS NE of DTY, at altitude A51. At the time of the infringement the a/c was working Waddington outbound from EGNV going to EGHH. On transfer to BZE radar the pilot was informed of the infringement. No separation issues resulted.
Supplementary 24/11/14:
The a/c free called Brize LARS whilst already inside CAS. The Brize LARS controller applied ATSOCAS once the a/c was outside the lateral/vertical limits of CAS.

DIAMOND DA42	**UNKNOWN**	**Cruise**	**BHX**	**05/10/2014**	**201416388**

Infringement of the Birmingham CTA (Class D) by a DA42 at 1800ft. Standard separation maintained.
At 15:10 DA42 on listening out 0010 squawk 12nm NW of the field infringed the airspace at 1800ft. When I called him he straight away reacted and took a hard left to leave the zone to the west. After landing pilot called on the watch manager line and apologised. He turned on his GPS late and when he realised (in that moment when I called) took a West turn immediately.

ECLIPSE AVIATION 500	**UNKNOWN**	**Missed approach or go-around**	**EGSS (STN): London/Stansted**	**08/10/2014**	**201414234**

Infringement of the Stansted CTR (Class D) twice by an EA500. Standard separation maintained.
EA500 was working Luton in CAS being descended to leave en-route to EGSX. He was transferred to me by Luton 10 miles West of EGSS descending to 2400 feet on a Traffic Service heading 180. I offered him a direct route through the EGSS CTR VFR not above 2400 feet. He elected to descend to 1400 feet. He asked to fly a heading of approximately 110 to make his approach. I coordinated with TWR because this would put him close to the climb out but they refused as they were rolling a departure they had no confidence in. I then refused the EA500's request and told him to fly a heading of 150 to remain clear. As he passed through the 04 centre line I gave him his own navigation to EGSX and transferred him to them. He next called me with about half a mile to run to the zone boundary heading North from EGSX having gone around. A B737 had just departed on a DET. I told him to immediately turn left heading 270 and called the departing traffic to him ('in your 2 o'clock at 4 miles') but didn't say avoiding action. As he left the zone he asked to turn further left and I informed him he was outside the CTR and to resume own navigation to EGSX. I then called the TWR to coordinate and told them he was making another approach. The TWR joked that at least the rolling CLN dep, another B737, would be well out of the way by the time he went around again, if he did. The EA500 turned due East and re-entered the CTR. I turned him immediately South heading 180 (again no avoiding action) and then further onto 230 to point him at EGSX. I can't remember giving him traffic info on the B737 but the separation was about 2 miles. He then left the CTR again and landed at EGSX.
Supplementary 14/10/14:
EA500 had been with TC Luton and was transferred to SS INT, identified and initially in receipt of a Traffic Service. It was subsequently transferred to North Weald frequency, but carried out a missed approach. It then infringed the CTR twice whilst attempting subsequent approaches to North Weald, but came back onto frequency with SS INT before the first infringement and was kept on frequency and given vectors by SS INT to remain separated from Stansted outbound a/c. The first B737 was a2800ft and so within the LTMA when the EA500 first infringed the SS CTR indicating a1500ft. The second B737 was also a2800ft and within the LTMA, with the EA500 at a1400ft within the CTR, when lateral separation became 2.9nm during the second infringement. The EA500 retained its ORCAM squawk throughout and was known traffic, so 3nm/1000ft separation rule applied.

ECLIPSE AVIATION 500	**PRATT & WHITNEY (CANADA) Other (PW610F-A)**	**Climb to cruising level or altitude**	**GWC**	**15/10/2014**	**201414672**

A/c climbed to FL123 instead of cleared FL120. STCA activated. Standard separation maintained.
Level Bust. A/c was outbound. He was climbed to FL120 to join CAS at GWC. My coordinator pointed out that he was level at FL123. When the pilot was told to descend and given the correct pressure he descended back down to FL120 and apologised. No loss of separation.

EUROPA EUROPA	**BOMBARDIER ROTAX 912**	**Taxi**	**EGBS : Shobdon**	**25/10/2014**	**201415367**

Aircraft left unoccupied at fuel pumps with the engines running.
Two pilots flew into airport and in conversation, made staff aware they were due to fly with a passenger in the aircraft. Aircraft was seen taxiing to the fixed installation fuel pumps to refuel. The engine was left running at the pumps and the passenger appeared in the office and asked to refuel with the engines running as he had a flat battery. He was denied this request and then asked if he could do it himself. Tower was called for a second NO and the passenger was told under no circumstance he could refuel with the engine running. As he left the office he muttered something which sounded like "ill do it anyway" so a member of staff followed to switch off the pumps manually if needed. The passenger then climbed into the cockpit and shut the aircraft down it was at this point clear the passenger was the sole occupant of the aircraft. At this time the pilots who had flown in to fly with the passenger approached the member of staff and questioned the actions of the passenger. It was believed by staff that it was one of these pilots who was taxiing the aircraft and was still in the aircraft as the pumps. Upon review of CCTV footage the passenger had left the aircraft running unattended at the pumps for approximately 5 minutes.

EVEKTOR AEROTECHNIK EV97 (A EUROSTAR)	**BOMBARDIER ROTAX 912 (UL)**	**Take-off run**	**Oxenhope Airfield, West Yorkshire**	**17/05/2014**	**201416366**

UK Reportable Accident: Aircraft veered off runway during take-off and struck two other aircraft. Damage to be confirmed. One POB, no injuries. Subject to AAIB AARF investigation.

EVEKTOR AEROTECHNIK EV97	**BOMBARDIER ROTAX 912**	**Cruise**	**En route**	**04/09/2014**	**201412836**

Coolant loss due to detached coolant pipe. Aircraft returned.
After complete vital actions all indications were acceptable so departed rwy. After levelling at 1500ft I checked all gauges and noticed that the EGT was above the red arc. I returned immediately with priority. In the hangar we removed the top cowling. One of the coolant pipes at the back of the engine near the pump had become detached from the casting. The jubilee clip was still attached to the hose. The engineers had serviced the aircraft recently including hose replacement as scheduled. The engine had been ground run and checked. It was given an air test and again all hoses checked as per the maintenance schedule. My flight was the first flight following the maintenance.

EVEKTOR AEROTECHNIK EV97	**BOMBARDIER ROTAX 912**	**Cruise**	**Stretton**	**02/11/2014**	**201415448**

Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7366. Aircraft identified as an EV97. Standard separation maintained.
At time 1255z an aircraft was seen entering the zone wearing squawk 7366. I immediately broadcast if this aircraft was on frequency, to which EV97 responded stating he was in that area but "in the low level route". I cross checked with the mode S info box that it was indeed the EV97. He was informed that he was 2-3nm within CAS and that he should turn NW to leave. He did so without delay and apologised. On leaving he stated his intentions were to turn north and return to destination at which point he was giving the approximate bearing to intended destination.

FLY BUY ULTRALIGHTS IKARUS C42	**BOMBARDIER ROTAX**	**En-route**	**Southampton**	**09/11/2014**	**201415761**

Infringement of the Solent CTA (Class D) by a C42 at 2700ft.
Supplementary 11/11/2014 :
Outbound from CTA. Commenced climb too soon from 2300ft inside CTA border to 3000ft for safe altitude to cross Solent Water to Isle of Wight. Using more appropriate ground reference points, pilot to ensure that a/c is well beyond CTA boundary before commencing climb to 3000ft.

GROB G115	**UNKNOWN**	**Cruise**	**En route**	**26/08/2014**	**201411945**

MAYDAY declared and aircraft diverted due to fuel caption problem.
Aircraft was operating in the local area in receipt of a traffic service. He called MAYDAY with a fuel caption problem. The MAYDAY call was acknowledged and the pilot asked for his intentions. The pilot elected to divert. Runway, QFE, and wind information passed. POB ascertained. Pilot visual with airfield. The exact nature of the problem was established (the caption indicated he only had 3 mins fuel remaining). The pilot completed a glide approach and landed safely at 1436. D&D and ATC informed.

GROB G115	**LYCOMING 320 FAMILY**	**Circuit pattern - base leg**	**EGPN (DND): Dundee (Riverside Park)**	**10/09/2014**	**201413119**

Priority landing requested due to high oil temperature warning.
Aircraft was in the right hand circuit for runway 09 on a right base. The aircraft was number two, following a company warrior which was on short final for runway 09. As he turned on to a short final the pilot requested a priority landing due to a smell of burning and a high oil temperature warning. The aircraft ahead was instructed to go around and he was cleared to land. A local Standby was initiated. The aircraft landed safely and the pilot reported he was happy to taxi to maintenance area. The Local Standby was terminated.

GROB G115	**LYCOMING 360 FAMILY**	**Initial climb**	**EGXE : Leeming**	**16/09/2014**	**201413181**

Excessive nosewheel shimmy.
I performed a normal take-off in near still wind conditions. Shortly after getting airborne at around 70kts, I felt vibration through the airframe consistent with excessive nosewheel shimmy; I elected, however, to continue the sortie. Following an uneventful sortie, I carried out a normal landing, ensuring that I landed with no side load on the mainwheels. As the ac rolled out from the touchdown, with the nosewheel on the ground, I felt the vibration again. I taxied back, carried out a normal shutdown and placed the a/c unserviceable.

GROB G115	**UNKNOWN**	**Unknown**	**EGSU : Duxford**	**30/09/2014**	**201414205**

PAN declared due to generator failure.
Aircraft called a PAN following a generator failure. Comms were initially difficult due to a stuck mic, but the pilot was instructed to squawk emergency. He advised that his intentions were to make an approach. Shortly thereafter, he reported visual and the D&D controller advised him to continue. The controller then called airfield to advise them of his intentions. The aircraft landed safely.

GROB G115	**UNKNOWN**	**Cruise**	**En route**	**15/10/2014**	**201414658**

PAN declared due to elevator control problem.
I was working as the radar controller when aircraft made a PAN call. I acknowledged the PAN, gave the aircraft his position and requested the nature of the problem and pilot's intentions. The Deputy Watch Manager was carrying out other duties in the radar room at the time and I immediately requested his assistance as a support controller. Aircraft reported an elevator control problem and his intention to route towards 2nm final runway not above altitude 3500 feet. Between myself and the support controller the information was passed to AIR who initiated a full emergency, and co-ordination was effected with PC West & Talla sectors regarding positioning inbound traffic to the holds. When aircraft had the airfield in sight and confirmed he was happy to accept a frequency change he was transferred to AIR. Aircraft landed safely and normal operations were resumed after the runway was inspected.

GROB G115	**UNKNOWN**	**Cruise**	**TABEN**	**17/10/2014**	**201414719**

Infringement of Airway Q41 by a G115. Avoiding action and traffic info given. Standard separation maintained.
Operating a OJTI I observed a 2671 squawk West of Q41 at FL82. This contact tracked north-eastbound toward CPT. I made the trainee aware of the position and level of the 2671 squawk and advised that we may need to take action if the 2671 tracks any closer to Q41. Trainee issued avoiding action to a DHC8, turning left heading 120deg. As the 2671 squawk enters Q41 indicating FL083 West abeam TABEN, I measured the minimum distance to be 5.5nm. Solent coordinator coordinated with LTC and Middle Wallop.
Supplementary 17/10/14:
This MOR is being filed in response to a report from Solent Radar that they were filing an Airspace Infringement on a G115. I was the Approach controller at the time of the incident, at 12:21.50 I warned the a/c about getting close to CAS, AA turn left heading 270 to which the pilot replied turning left, returning South. Then at 12:23.51 I warned the G115 CAS 1/2m East, at this point Solent Radar rang to say they had taken avoiding action and would be filing an MOR. At no time on my Radar overlay did the a/c appear to be inside CAS.
Supplementary 21/10/14:
En route descent via PEPIS & shortly after checking in to Solent Radar were instructed to turn left immediately for avoiding actions. The autopilot was disconnected & were informed that separation of greater than 5 miles was maintained. The flight was continued without further incident.

GROB G115	**LYCOMING 360 FAMILY**	**Cruise**	**EGGD (BRS): Bristol/Lulsgate**	**05/11/2014**	**201415585**

Infringement of Bristol CTA-8 (Class D) by a Grob G115.
The reporting officer was acting as the LARS controller during the incident. A Grob Tutor, called outbound from Colene, requesting a Traffic Service for a period of GH. The a/c was identified and placed under a Traffic Service, with a request of levels required for GH. The a/c reported levels of 7500ft (Alt) with a lower level of approx 4000ft agl. The a/c was asked to report commencing general handling and reminded to remain clear of CAS due to the close proximity of the area to Bristol. Approximately 10 minutes into GH, a phone call was received from the Bristol supervisor requesting traffic info on an a/c that had penetrated CAS. The a/c was observed to be at a displayed 6500ft, inside CAS, having transited North of the area where GH originally commenced. This had taken the a/c approx 2 miles inside CAS with a base level of 4500ft. Until the call had been received from Bristol, the LARS controller had not observed the airspace infringement, having been in the process of taking a handover of an Oxford departure joining CAS with confliction, and a second a/c under TS entering confliction. The LARS controller informed Bristol that the a/c would vacate CAS immediately, and the a/c was informed of CAS penetration. A/c vacated CAS to the North and resumed GH, subsequently being reminded of the levels of CAS in close proximity. No conflicting traffic was observed during the period of airspace infringement. Supervisors Narrative: I did not witness the incident, but was informed of it shortly afterwards. Due to the distraction of a handover, the LARS controller did not spot that the a/c had manoeuvred into CAS. There were no other a/c in the vicinity inside CAS.
Supplementary 06/11/14:
While climbing and in receipt of a Traffic Service from Brize Norton to the East of Colerne it became apparent that the build up of cloud ahead would be unsuitable for the general handling required. It was decided to head North into a more suitable area where fewer clouds existed. The visibility of ground features was limited due to only small gaps in the cloud cover so VOR/DME was checked to confirm position. Being mindful of the nearby CAS a Northerly heading was established in order to stay clear. Additionally, the climb was stopped to avoid penetration of the airway from below. Some minutes later we received a message from Brize Norton that Bristol had complained to them that we had penetrated laterally their fillet of their CAS to the West of our intended track.
Supplementary 07/11/14:
Whilst operating as Radar 1 combined I observed a 3711 squawk (Brize Radar) enter Bristol CTA-8 at FL64. I contacted Brize Radar and the controller confirmed the a/c details. Infringement entry point: EGUO 067/5.5nm, Infringement exit point: EGUO 041/6.0nm. Separation maintained. No additional impact on other flights.

GROB G115	**LYCOMING 320 FAMILY**	**Initial climb**	**EGPN (DND): Dundee (Riverside Park)**	**25/08/2014**	**201411695**

Aircraft returned as a precaution due to high oil pressure reading.
Instructor called at 1007z for rejoin having got airborne from RWY 09 at 1004z. When asked if there was a problem, he indicated that the oil pressure gauge was giving a high reading. He did not wish to declare an emergency. A local standby was initiated using the crash alarm and the aircraft landed safely at time 1012z. RFFS were stood down at 1013z. No further incident.

GROB G115	**LYCOMING 360 FAMILY**	**Standing**	**EGDY (YEO): Yeovilton**	**06/10/2014**	**201414375**

Incorrect shoulder strap fitted.
During crew-in, the right hand seat was found to have a left hand shoulder strap fitted to the right hand position. The shoulder strap was replaced with correct strap iaw Maintenance Manual Chapter and Released to Service. Aircraft was not flown as it was imposable to strap in with the seat straps fitted in this configuration. Initial local investigation was that there was a human error occurrence where by engineer fitted the seat harness incorrectly and had not noticed the wrong colour configuration on completion. An internal investigation has been initiated to identify root cause and make recommendations to prevent recurrence.

GROB G115	**LYCOMING 360 FAMILY**	**Circuit pattern - downwind**	**EGYD : Cranwell**	**06/11/2014**	**201415734**

Total electrical failure.
As the student commenced the pre-landing checks downwind to land in the visual circuit (Rwy 19), the LO VOLT caption began to flash steadily at a rate of around 1Hz. Already late downwind, and given his experience, the QFI elected to allow the student to continue to fly the ac and land as intended while the QFI prepared to consult the FRCs as to the likely implications of a flashing LO VOLT caption. However, seemingly coincident with the student selecting the flaps to TAKE OFF, there was a sudden Total Electrical Failure and the QFI immediately took control, albeit with no way of communicating either the problem or intent to ATC. Conscious of the potential risk of an electrical fire and with less than 10 mins to the landing time (night), but satisfied that the QFI was Number 1 in the pattern, he elected to turn finals early in order to expedite his approach. With the flaps indicating somewhere between UP and TAKE OFF, the QFI flew a flapless final approach (while the student consulted the FRCs), attempting 2 Generator resets in an effort to restore some power without success. The QFI then rolled out on the centreline and waggled the wings, albeit cautiously, in an attempt to convey the problem to ATC and to elicit a response from the caravan. In the absence of a flare from the caravan, and ensuring that the runway was clear ahead, the QFI continued his approach and landed without further incident, using a mixture of hand signals and shouting in order to communicate with the student. After landing, the QFI chose to vacate left and onto the 26 ORP primarily to allow any other Tutor ac to land prior to the last land time. As the QFI brought the ac to a stop, he reported a distinct smell of burning so immediately shut the ac down and initiated an emergency ground egress. There had been insufficient time to check CBs or to attempt any significant fault diagnosis. With no apparent response to the emergency from the Fire Section, the QFI went back to the ac and, having confirmed no obvious signs of fire, he checked that all switches were in the OFF position and that the ac had been made safe for crash teams to approach.
Electrical system made safe and MSB 1078-196 Part A undertaken, originally carried out on 16 Aug 14, to determine the serviceability of the starter motor solenoid, no defects apparent. Continuity check on the starter motor solenoid and no intermittent short apparent indicating possible solenoid plunger plate separation. Battery voltage checked at 26.74v with no signs no overheating. No signs of overheating at the engine bulkhead VV16403 connector. No signs of overheating at the starter motor. Basic inspections of the wiring behind the instrument panels were undertaken as far as possible at this time, no defects apparent. Battery capacity check carried out and passed at 87%. Battery had 4 days until the next capacity check being due, (Battery DOM 11/11/13 with a 4 year life). All CB's pulled and ground use battery connected. Ammeter used to determine any shorts, no short apparent within the electrical system. CB's reset one bus at a time, no smell of burning evident. On application of electrical power the avionic services came on straight away with the Avionic Master Switch confirmed off. It was not confirmed if the Avionic Master Relay or Avionic Master Switch was defective, but this could not be reproduced later. If considered as a suspect intermittent relay it will be replaced as a precautionary measure. A functional check of the relays was undertaken based on Tasking Request 32-14 which had previously been submitted to the OEM post MOR 01-14. All relays operated in correct sense and all avionic equipment worked when simulating an emergency operation. Wiring Diagrams reviewed again and based on pilot's report a request for a further de-brief with the Captain was made. I queried regarding if any CB's had 'popped' as discussion during the first de-brief it was confirmed that no CB's had 'popped'. I asked if the battery was definitely switched on. Captain confirmed it was as he remembers, switching everything 'down' with the exception of the strobe lights to centre. EGR conducted. With Generator on-line all electrical loads were applied with the exception of the wing strobes (Fire Crew too close). On application of the flaps all systems worked as they should. Ammeter indication found normal. Throttle set to approx. 1300 RPM. Generator switched off-line. All services normal including full operation of the flaps. Ammeter discharge noted normal. Generator switched back on-line. Generator light noted to go off. Battery switched off, all services noted to work including flaps until the second selection, from Take-Off to Land when all electrical power was lost. Battery switched on and electrical services restored. Generator light noted to be on (Generator off-line). Ammeter discharge as expected. Flaps operated normal throughout the range. The above steps regarding switching the battery off with the Generator on-line was conducted two more times and the third check was videoed. The only difference on these two occasions was when switching the battery off and with the generator still on-line a total electrical failure occurred on the first selection of the flap regardless of flap position. Telecom with the OEM was undertaken at 14:40-15:05 on the 07 Nov 14 and the above information was discussed. The OEM suggested the following checks: 1/ Operation of flaps without the engine running - battery only. Operation carried out, found normal throughout the range with expected discharge indicated on the aircraft ammeter. 2/ Flap mechanical drive inspection. This was undertaken on the 07 Nov 14 prior to the EGR with no defects apparent but a more detailed inspection is to be carried out. 3/ Measurement of current demand of flap system. To be completed, however the aircraft ammeter shows normal discharge, 3 amp, during flap operation throughout the range from Up to Full and Full to Up.

GROB G115	**LYCOMING 360 FAMILY**	**Climb to cruising level or altitude**	**EGDY (YEO): Yeovilton**	**14/11/2014**	**201416007**

UK AIRPROX 2014/215 - Grob G115 and a DA42 at 5300ft 11nm North West of Yeovilton. Traffic info given.

JODEL D120	**CONTINENTAL (TELEDYNE) USA C 90 SERIES**	**Cruise**	**EGHB : Maypole**	**07/09/2014**	**201412545**

MAYDAY declared and aircraft diverted due to instrument loss in IMC conditions
Aircraft called MAYDAY with 'limited panel' and no IMC rating. A/C non Transponder equipped. Acknowledged MAYDAY, confirmed position and POB. Imposed R/T silence. A/C stated he was approaching Sheerness and asked what his options might be. Was told that possibly best option was to land at nearest airfield. West FISO called D&D to explain situation, and also airfield to ensure they would be ok to take a/c. Replied yes. Asked a/c if he could accept freq change - Yes - gave him airfield freq and he transferred to them. Waited to ensure they had good 2-way and took r/t silence off. Subsequently a/c landed safely at another airfield. The first airfield controller then said he was 'lost in cloud'.
Supplementary 07/09/14:
At 1059z whilst operating the radar position I received a phone call from FIR south, at the same time the pilot of aircraft established communications with me stating lost control of the aircraft and instruments and not instrument rated. FIR remained on the phone whilst I offered assistance, established further details from the pilot and through colleagues initiated full emergency procedures. Identification of aircraft had not yet been achieved but the aircraft was believed to be 3nm se of EGMC as an intermittent PSR return was coming into radar cover. The FIR FISO was then able to pass on details of the mayday call that had been initiated on 124.6. The pilot was offered a landing at EGMC but the pilot subsequently advised that he is in control of the aircraft but in IMC for which he is not qualified and is climbing to find VMC. The pilot reports at 4000ft climbing so I advise the pilot that the aircraft is inside controlled airspace and to descend to 3,400ft. The pilot replies 'negative descend it's a mayday Situation'. Thames radar is advised and they have a PSR contact consistent with the pilot's position report. Distress and diversion cell are also aware of the situation. Aircraft tracks eastbound and is positively identified. The aircraft leaves controlled airspace and the pilot elects to track southbound to Find VMC at the north Kent coast through which he had previously passed. Pilot reports VMC 12nm se of EGMC and advises he intends to make an approach to EGHB. Air/ground at EGHB and D&D informed. Radar contact lost approx 8nm west of EGHB, pilot is given joining information and transferred to Safety com 135.475. At 1136z EGMC ATC is advised by EGHB that aircraft has landed safely. D&D, Thames radar and FIR informed.

JODEL D140	**LYCOMING 360 FAMILY**	**En-route**	**EGKB (BQH): Biggin hill**	**21/09/2014**	**201413396**

Infringement of the Biggin Hill ATZ (Class G) by a Jodel D140 squawking 7000 with no Mode C. Departures from R/W03 were stopped.
A/c was seen to enter ATZ from the East without any radio calls or permission to enter. It then routed out of the ATZ to the NW. All departures on R/W03 were stopped. The a/c showed SSR code 7000 on ATM, with no Mode C. The a/c then changed heading and routed towards EGKR and changed SSR to EGKR code. EGKR were telephoned to get a/c details.

JODEL DR1050	**CONTINENTAL (TELEDYNE) USA 200 FAMILY**	**En-route**	**East of Tamworth Mast**	**23/09/2014**	**201413557**

Infringement of the Birmingham CTA (Class D) by a Jodel DR1050 squawking 0402 at 1700ft. Standard separation maintained.
Before takeoff I had looked at the 1/2 mill chart and decided that if I took off on R/W33 and turned right to pass North and East of the mast adjacent to the airfield, the mast being on the 1500/2000' CTA boundary, I would be NE of the 1500' section of CTA before getting to that level.....I was wrong. Fortunately I was using the 'listening squawk' procedure for Birmingham and they were able to call me and get me to descend. That said I believe I must have only just been above 1500' passing the CTR/CTA boundary.
Supplementary 04/10/14:
0010 squawk got airborne at 12:21 East of the Tamworth Mast (out of Shenstone) climbed 1700 feet. He was listening out and after called him identified and give him a service. He admitted the mistake and left the zone to the East and when arrived to his destination he called in with his details. Watch Manager on duty sent out questionnaire survey.

JODEL DR1050	**CONTINENTAL (TELEDYNE) USA 200 FAMILY**	**Landing**	**EGHF : Lee-On-Solent**	**04/11/2014**	**201415620**

UK Reportable Accident: Runway excursion during landing. Significantly damage to rear fuselage. One POB, no injuries. Subject to AAIB AARF investigation.

MAINAIR BLADE	**BOMBARDIER ROTAX 912**	**En-route**	**Errol Airfield**	**16/11/2014**	**201416189**

Infringement of the Errol Airfield parachute drop zone (Class G) by a microlight at 1000ft. Parachute drop was aborted.
At the time stated I was Drop Zone controller at the skydiving club based at the airfield. I had just given our a/c clearance to drop skydivers at 9000ft. While the a/c was in the process of dropping I spotted a microlight aircraft approaching from the North which then crossed the centre of the DZ. I immediately contacted our a/c and instructed it to abort the drop. The microlight continued on and then turned in a westerly direction. I called Perth ATC who confirmed the ID of the microlight.

MOONEY M20K	**LYCOMING 360 FAMILY**	**Landing roll - off runway**	**EGSH (NWI): Norwich**	**30/10/2014**	**201415428**

Runway excursion during landing roll.
I was the tower controller when aircraft was handed to me on final approach. Aircraft was cleared to land Rwy, and as requested by the pilot, was told to vacate via taxiway to park near the control tower. A follow me vehicle was waiting at taxiway, to escort the a/c to the tower. Aircraft was seen to go past the taxiway turn, he was advised to either backtrack to taxiway or vacate at other taxiway. The pilot said he would take other taxiway, the follow me vehicle then repositioned to other taxiway and guided the a/c to the tower to park. It was not until the following day that my manager informed me that the a/c had left the rwy, gone through the red end lights and onto the grass. At no point did the pilot mention that he had left the rwy.

OTHER (Eurofox 912(S))	**BOMBARDIER ROTAX 912**	**Take-off run**	**Portmoak Airfield**	**17/10/2014**	**201415485**

Birdstrike. Rejected take-off.
Impact on port flaperon at outermost hinge where there was a collection of feathers. Close inspection found no damage. 2 birds found on runway.
Aerotow aborted at < 5ft above runway. Landed ahead. Glider landed safely.

OTHER (Military)	**UNKNOWN**	**Climb to cruising level or altitude**	**GIBSO**	**30/09/2014**	**201413756**

Military traffic working outside coordinated level. Standard separation maintained.
i was working as S6 9 36 T OJTI with a u/t. Fltnum43E was climbing FL280 westbound from KK 10nm East of GIBSO on a heading to the northside of the airway followed 10 nm behind by a B777 also climbing FL280 direct LND. The planner had coordinated military traffic to climb underneath the 43E climbing 1000ft below with no coordination given against the B777. We had watched the military a/c climb closely below the 43E staying at least 1000ft clear. The military jet was in the airway turning East and when clear of 43E climbed towards the B777. B777 was then asked to expedite through FL260 as the military jet climbed thro FL245, then given avoiding action and traffic info to turn right and expedite climb further.
Supplementary 07/10/14:
I was working as the S6/9/36 Planner when I received a telephone call from the LJAO MIL SW Controller. He requested coordination against my traffic, a B747 routing GIBSO-SWANY with his traffic. I believed that his a/c was to remain within the confines of TRA 2 operating around EGDM up to FL300 RVN. I informed the military controller that the B747 was climbing to FL320 and would be turning right at GIBSO. As the B747 was only just climbing out of FL250 I coordinated that the military a/c would stop climb at FL240 and then take 1000ft underneath on Mode C. I observed on radar that the military controller inputted FL240 on the CFL on his a/c. I then observed the military a/c climb through this level and heard the military controller instruct him to descend again to FL240. Approximately 15 miles behind the B747 was a B777 also climbing to FL320 out of FL250 on route to GIBSO. At this point the military a/c was within the confines of UL620 on the northerly edge of the airway when the a/c began climbing again. No coordination had been given against the B777 which the military a/c then became in confliction with. The tactical then gave avoiding action against the military a/c instructing the a/c to expedite climb. Separation was not lost.

OTHER (Skyranger Swift 912S)	**BOMBARDIER ROTAX 912**	**Level off-touchdown**	**London Colney Airstrip**	**31/10/2014**	**201415627**

UK Reportable Accident: Aircraft bounced on landing and tipped over. One POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.

OTHER (TEAM MINIMAX 91)	**BOMBARDIER ROTAX 447**	**Unknown**	**Ruthin, Denbighshire**	**16/11/2014**	**201416145**

UK Reportable Accident: Loss of control at 30ft after power loss. Substantial damage. One POB, no injuries. Subject to AAIB AARF investigation.

PARTENAVIA P68	**LYCOMING 360 FAMILY**	**Manoeuvring**	**Overhead Clacton**	**27/10/2014**	**201416587**

Green laser attack.

PIAGGIO P180	**PRATT & WHITNEY (CANADA)**	**Climb to cruising level or altitude**	**Not specified**	**12/11/2014**	**201415907**

Altitude excursion. Standard separation maintained.
At about 18:55 I started to transmit to the P180 instructing to climb but before stating a level said to disregard as I could hear my planner telling me that another aircraft (an inbound EGTE) needed continuous descent due to a passenger with a burst eardrum. I then went back into the P180 to issue a heading to get a cross quicker. A couple of minutes later my planner noticed the P180 passing 213 when it was only cleared to FL210. I immediately told the aircraft to stop at FL220. The inbound was only cleared to FL240 at this time so there was no separation issue.

PIPER PA18	**LYCOMING 320 FAMILY**	**En-route**	**EGGP (LPL): Liverpool**	**02/10/2014**	**201413915**

Infringement of the Liverpool CTR (Class D) by a PA18 squawking 4360 at 1300ft. Standard separation maintained.
Manchester Radar called us to advise that an a/c that they were providing a service to may have drifted into the Liverpool CTR in the vicinity of Warrington (approximately 10 miles NE of Liverpool, (near the Burtonwood VRP). The a/c was identified as a PA18 on a photographic survey. We elected to have the a/c contact us for the remainder of the detail, but the a/c had already completed the westernmost part of the photo survey and spent the remainder of the time on frequency outside of the Liverpool zone. No other a/c were affected.

PIPER PA22	**LYCOMING 235 FAMILY**	**Cruise**	**Andrewsfield**	**31/10/2014**	**201415518**

Infringement of the Stansted TMZ1 (Class G) by a PA22. Traffic info given to an inbound B737.
I observed an aircraft squawking 7000 without mode C enter Stansted TMZ 1. As I was preoccupied with another task, I was late detecting the infringer. A B737 was on a heading to intercept the localiser. Since its track was always going to keep it clear of the unknown contact, I asked the pilot if he wished to continue the approach which he did. I passed traffic information and made a blind transmission but got no reply. The infringer then turned final for Duxford, so I called them and got the aircraft's details.

PIPER PA23	**UNKNOWN**	**En-route**	**BONDY**	**22/09/2014**	**201413439**

Infringement of the London TMA (Class A) by a PA23 squawking 1177 at 5500ft.
PA23 contacted London Information at time 0717 for a Basic Service for his flight from Southend to Limoges squawking 7000. He gave his position as passing the HLK VOR, but then changed this to HLS. Most likely the pilot meant the LSH NDB at Lashenden (Headcorn). There was only one a/c on frequency in the SE so a reported altitude of 3400 feet in the vicinity of Lashenden and a 1177 squawk observed on the Flight Information Display in that area reassured me that PA23 was not likely to infringe any CAS. I requested that he report at the coast, with the intention of checking his navigation at that point. The pilot then stated his intention to climb to altitude 5500 feet. I advised him to remain outside CAS, gave him the London QNH and believing that he was referring to the section of the London TMA with a base of 5500 feet emphasised that he should remain below that level. At this point TC rang explaining that a 1177 squawk near Lashenden was inside CAS and could we check the QNH selected. (There was a marked difference between the standard pressure setting and the London QNH, which amounted to a difference of over 400 feet) I relayed to PA23 that he was possibly in the section of the London TMA with a base of 3500 feet and should check that he had set the London QNH of 1027, he appeared to understand and confirmed that 1027 was set and that he was remaining outside CAS and only climbing to 5500 after passing the boundary of the higher base area.TC confirmed that the 1177 squawk now had passed into the area of 5500 feet base and PA23 also advised that he was climbing. Once again I emphasised that the base was 5500 feet on the London QNH 1027 and that he was required to remain below this level. However I subsequently observed on the Flight Information Display that the 1177 squawk had climbed above 5100 feet. I calculated that a Flight Information Display level of greater than 5100 feet (which is linked to the Standard Pressure Setting of 1013), would actually be above the CAS base of 5500 feet QNH 1027. I rang Group Supervisor TC South and asked her to check my observations. These were agreed to indicate that the 1177 squawk, believed to be PA23, was back inside CAS. Group Supervisor TC South advised that they were filing a report, I did not advise that pilot of any further information after the initial level confusion at Lashenden because it may have affected his concentration for the remainder of his flight.
Supplementary 24/09/14:
7000 squawk seen NW of BONDY range ~5nm at 3500 feet, base is 3.4. Then changed to an FIR squawk and climbed to 3800 feet before descending again. I had an inbound to LC very close at 6000ft which was due to be dropped to 4000ft. I left it at 6000ft and gave it a left turn to ensure returns didn't merge. Once clear I then descended LC inbound to 4000ft.

PIPER PA23	**UNKNOWN**	**En-route**	**Brentford**	**26/09/2014**	**201415688**

Green laser attack.

PIPER PA25	**LYCOMING 540 FAMILY**	**Taxi to runway**	**EGNT (NCL): Newcastle**	**20/10/2014**	**201414881**

PA25 taxied to holding point for R/W25 without ATC clearance.
Taxiway incursion. Pilot called for start clearance. Next call received was from the pilot at the holding point, reporting ready for departure. Pilot had not called for departure clearance nor permission to taxi. No other traffic affected. Subsequent readback of departure clearance was poor and had to be repeated. Pilot also did not read back take-off clearance and had to be prompted.

PIPER PA25	**LYCOMING 540 FAMILY**	**Initial climb**	**EGWN : Halton**	**27/08/2014**	**201411965**

Exhaust tail pipe fell from aircraft during take-off due to failure of exhaust clamp.
The pilot walked toward tug aircraft and visually inspected the whole aircraft before climbing in and starting up. He taxiied the aircraft during instructors course. After being hooked on by the ground crew member he radioed that "aircraft was lining up on Rwy with a glider on tow, glider side" and as the slack of rope had indicated ready for launch he radioed that "aircraft was taking off" and powered up. All seemed fine until he reached approximately 400-500 ft when it suddenly got very warm in the cockpit; he immediately checked his engine gauges for any sign of over-heating which none indicated untoward; he checked the cabin heat for any release of hot air into the cockpit which was indicated at cold; having decided there was no visible problem other than the increased heat I decided to continue with the tow following the standard noise abatement route. Once the glider released at 2000' AGL he started my descent back to airfield and landed normally with no incident, taxiing back to the launch point as SOP. He shut down the aircraft and climbed out and walked back to the launch point bus. Sgt was standing in as Duty Instructor and walked toward the plane noticing and indicating both to me and the Chief Flying Instructor (CFI) that the exhaust pipe was missing. We immediately started a search of the airfield toward the take off pattern using our golf retrieve buggies looking for the missing part which was not found; I met up with the CFI towards the end of the runway and he asked me to retrieve the landing glider which I did. I informed the Chief Engineer informing him of the incident, which he stated he knew as the student witnessed the part falling from the aircraft during the launch phase. A further search was conducted past the airfield into the fields to no avail and the search was terminated. The instructor of the glider being towed by aircraft was also the Chief Engineer. He commented: "I was aware that a part (exhaust tailpipe) had left the aircraft during flight as my student informed me immediately after it happened. On landing the ground staff, identified that the exhaust tailpipe has fallen free of the aircraft. I carried out an inspection of the aircraft and identified no other damage had occurred. The remaining part of the exhaust showed no signs of damage nor cracks to cause the component to depart. The existing band clamp is still in place. My conclusions is that the exhaust departed due to normal vibrations of the engine and due to this the exhaust downpipe worked loose. I will change our processes and ensure that the clamps are tightened during servicing, to prevent reoccurrence." Ops Sqn conducted 2 sweeps of the airfield to check for any parts that may have come off during the take off roll. Nothing was found. The take off runs were checked again the following day before the airfield was opened. On landing the ground staff, identified that the exhaust tailpipe has fallen free of the aircraft. I carried out an inspection of the aircraft and identified no other damage had occurred. The remaining part of the exhaust showed no signs of damage nor cracks to cause the component to depart. The existing band clamp is still in place. My conclusion is that the exhaust departed due to normal vibrations of the engine and due to this the exhaust downpipe worked loose. I will change our processes and ensure that the clamps are tightened during servicing, to prevent reoccurrence. Vibration during take off power setting. No requirement to check clamp from CAA Light Aircraft Maintenance Schedule (LAMS). The Chief Eng has agreed to check the exhaust clamp on 50hr servicing.

PIPER PA28	**THIELERT Centurion 1.7 (TAE 125)**	**Rejected take-off**	**EGLS : Old sarum**	**09/08/2014**	**201412855**

Rejected take-off due to sudden power loss.
Aircraft suffered a power loss during the take-off roll. The take-off was aborted and during engine checks, the engine only produced 30% power.

PIPER PA28	**LYCOMING 320 FAMILY**	**Take-off**	**EGBJ (GLO): Gloucestershire**	**21/09/2014**	**201413300**

Aircraft departed without clearance.
Aircraft reported ready at holding point b1, and was cleared to line up behind the landing aircraft. Aircraft read back 'roger', and a correct read back was requested, with the instruction repeated. A further incomplete read back was received, but I judged this to be sufficient, as the pilot had stated 'behind the landing aircraft'. The landing aircraft in question had received vacating instructions when aircraft requested again to line up. I stated that the aircraft in my previous conditional instruction had now landed, and that he was to line up and wait runway 04. A few seconds later, the aircraft was observed to be rolling runway 04, without a take-off clearance. As there was no reason to abort his take-off, the aircraft was allowed to continue.

PIPER PA28	**LYCOMING 320 FAMILY**	**En-route**	**Danger Area EGD036**	**19/09/2014**	**201413329**

Infringement of Danger Area EG D036 (Class G) by a PA28 squawking 7000 at 3500ft.
I was controlling an a/c conducting a target tow within the Portsmouth Danger Areas D036, 037, 038, 039 & 040 up to 8000ft Portland QNH. I noticed a 7000 squawk crossing the FIR boundary at position 5003.47N00121.12W. At the same time I received a phone call from London Info informing me that they had received a call from the a/c stating he had crossed the FIR boundary and requested clearance to cross D036, upon realising he required clearance from Plymouth Mil he then called me on VHF. Initial reactions were to climb him to a safe altitude and give him a steer of 270 to clear the DA immediately. At the time the military a/c was NW of his position at a distance of approx' 26nm therefore I was content there was no immediate risk of collision. The PA28 was continuously monitored whilst inside D036 and vacated at 1133L at position 5012.57N 00134.46W.

PIPER PA28	**LYCOMING 320 FAMILY**	**En-route**	**MCT**	**21/09/2014**	**201413369**

Infringement of the Liverpool CTR (Class D) by a PA28 initially squawking 7366 at 1300ft. Standard separation maintained.
At 1025 a 7000 squawk was observed tracking West across the northern section of the Manchester LLR (Ashton area); its Mode C briefly indicated altitude 1400 which caused the AIW alert to trigger. Mode S data indicated the traffic to be a PA28. Shortly afterwards the squawk changed to 7366, and as the a/c continued tracking West towards (and within a mile of) the Liverpool CTR, I called blind and obtained contact with the pilot. I advised him that his track was taking him towards the Liverpool zone, and suggested a right turn towards the North. No acknowledgement was received, but shortly afterwards the a/c was observed to turn left and enter the Liverpool CTR. I advised the pilot that he had entered the Liverpool CTR and amended his squawk to 7356, at which point the a/c was observed to continue the left turn to leave the Liverpool CTR back into the LLR. The a/c entered CAS by approximately 1 mile. The squawk confirmed the a/c ident. I telephoned Liverpool to advise them of the infringement; they advised that they had no traffic to affect. I was vectoring inbound IFR traffic from ROSUN - I kept this at FL60 to assist with separation, which based on the QNH of 1026hPa, was achieved with in excess of 5000'. A/c then continued (correctly) South through the LLR, before leaving and changing to Shawbury radar.

PIPER PA28	**LYCOMING 320 FAMILY**	**Climb to cruising level or altitude**	**EGKB (BQH): Biggin hill**	**21/09/2014**	**201413447**

Infringement of the Biggin Hill ATZ (Class G) by a PA28 at 1500ft.
The pilot made his first transmission passing altitude 1,500ft and climbing whilst already inside the ATZ. The historical track of the aircraft as shown on the ATM indicates that the aircraft had flown through the climbout runway 03/ final approach runway 21. The pilot appeared oblivious to the error.

PIPER PA28	**LYCOMING 320 FAMILY**	**Cruise**	**EGCC (MAN): Manchester/Intl**	**04/10/2014**	**201414002**

Infringement of the Manchester CTR (Class D) by a PA28 indicating 1900ft. Standard separation maintained.
A/c squawking 7000 infringed CTR in vicinity of Warrington (LLR) 1900ft. Mode S indicated a PA28. No traffic in vicinity, no response to blind call, Barton informed.
Supplementary 09/10/14:
I have completed this flight/route many times and usually maintain a listening watch on Manchester while squawking 7366 for identification purposes. Once I have reached Warrington town centre using the church as a land mark I then turn easterly onto a track of approximately 050 depending on wind conditions to head for Barton. Then once clear of the low level route climb to 1800 on Barton QFE to do a overhead join at Barton. I was advised by ATC that I had climbed to 1900 just to the East of Warrington. ATC also advised that there was no conflict with any other traffic. I do not recall going that high, I believe I climbed to 1800 QFE heading for Barton. I have done this many times with no issues and I am unclear as to how this happened. I do know I will take more care in future flights.

PIPER PA28	**LYCOMING 360 FAMILY**	**Initial climb**	**EGGP (LPL): Liverpool**	**05/10/2014**	**201414052**

Aircraft returned due to radio failure.
Aircraft departed for a VFR local flight to the north of the airfield. Upon first contact, I (as the radar controller) advised the pilot that the radio was poor and suggested that he try his standby radio if equipped. He replied that he didn't have a second radio on board. Approximately 5 minutes later, an aircraft was observed squawking 7600 (RT fail) just to the north west. I confirmed the identity of the RT failure aircraft by use of the squawk ident method, and since they appeared to be heading towards approx 10nm NNW of departure airfield, the standard joining route for VFR inbounds from the North when 09 in use), cleared them to enter the CTR routeing (a locally used geographical position approximately 2nm NW of the airfield). I advised the tower controller of the situation and kept him updated as the aircraft approached the airfield. The tower controller decided against declaring an emergency with the airport RFFS. The aircraft was retained on the approach frequency and clearance to land obtained by using the clearance to land indicator. Blind transmissions were made throughout the incident. The aircraft landed safely.

PIPER PA28	**LYCOMING 320 FAMILY**	**En-route**	**EGBP : KEMBLE**	**28/10/2014**	**201415308**

Infringement of the Kemble ATZ (Class G) by a PA28.
PA28 entered ATZ without notification or obtaining relevant traffic info for join. Approximately 16.00z PA28 entered the ATZ and joined the circuit pattern without making any RT calls to enter an ATZ or obtain airfield/traffic info. The a/c was seen close behind another flying school a/c, PA28 on final. 210/10 9999 Few018 +17/10 QFE 995 QNH 1010.

PIPER PA28	**LYCOMING 320 FAMILY**	**Landing roll - off runway**	**EGNU : Full sutton**	**30/10/2014**	**201415355**

UK Reportable Accident: Aircraft departed runway whilst avoiding a flock of birds and pitched over, coming to rest inverted. Two POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.

PIPER PA28	**LYCOMING 360 FAMILY**	**Cruise**	**EGSS (STN): London/Stansted**	**31/10/2014**	**201415384**

Infringement of the Stansted CTA (Class D) by an unknown a/c squawking 7000, indicating 4000ft, resulting in loss of separation with an inbound B737. Aircraft identified as a PA28 flown by a student pilot had become lost. Traffic info given.
At approximately 1420-1425 a 7000 squawk contact was observed entering CAS approximately 12 miles North of Stansted indicating 4000ft. B737 was downwind right for R/W22 when this occurred and was turned right to be positioned downwind left. The pilot was informed of the infringing a/c with minimum separation of about 3 miles and 3500ft. The infringing a/c manoeuvred around the Audley End area for a few minutes before heading off to the NW. Four airliners were delayed as a result. The contact was tracked and at 1438 was observed changing to a 6177 squawk. Cambridge were called and the a/c was identified as PA28. We were informed that the pilot was a student who had got lost. He was not informed of his infringement so as not to distract him from the rest of his flight.
Supplementary 17/11/14:
I was conducting a student training flight from Wellesbourne to the overhead of Cambridge. The weather was clear and the wind 230/30 kts at 2000 feet. The flight had gone smoothly and I made my fix South of Poddington as expected. However I then climbed to better see in the clear weather and in doing so feel I must have rolled off course. On levelling out I believe that I misidentified Sandy as St Neots. The remainder of the leg then began to compound my error as Duxford arrived at around the time I expected Cambridge to appear but the lay out was different to my expectation. I decided to fly the remainder of my leg to the time planned. Once I had reached the time on leg I realised that I had made an error. At this point I circled and turned back toward Grafham Water to relocate myself. I then decided to return to Wellesbourne.
Supplementary 02/12/14:
Separation was lost at 14.26.24 UTC. The rate of closure between the two a/c was high (281kts). The SS INT controller was not able to detect the conflict or formulate a plan because this was a CAS infringement by unknown traffic. The pilot of the PA28, a student, misidentified locations on the intended route. This resulted in the pilot becoming lost and inadvertently entering CAS by more than 1000ft. The SS INT controller instructed the B737 to turn right to avoid the infringing a/c.
CAA Closure:
Incident caused by an inexperienced student pilot. No further CAA action at this time.

PIPER PA28	**LYCOMING 320 FAMILY**	**Cruise**	**EGBB (BHX): Birmingham**	**05/11/2014**	**201415592**

Infringement of the Birmigham CTA-2 (Class D) by a PA28. D & D Rep: Lost pilot.
PA28 called D&D on 121.5 saying he was lost and requested a position fix and a steer back to Wellsbourne Mountford (EGBW) but didn't state if it was an actual or practice. There was only 1 line of DF so the D&D controller requested the a/c sqk 3305 and had to confirm if this was a practice or actual. The pilot stated it was an actual lost and once the controller located the a/c on radar the a/c was given a steer to EGBW and his altitude was checked. The a/c was found to be inside the Birmingham zone so was instructed to sqk 7700 and descended to 1500ft. A second D&D controller contacted Birmingham to inform them and they had no traffic to affect. PA28 reported visual with Wellsbourne and was instructed to sqk 7000 and change to Wellsbourne freq.

PIPER PA28	**LYCOMING 360 FAMILY**	**Landing: Other**	**EGCV : Sleap**	**04/11/2014**	**201415625**

UK Reportable Accident: Forced landing due to engine failure. One POB, no injuries. Minor damage to landing gear. Subject to AAIB AARF investigation.

PIPER PA28	**LYCOMING 320 FAMILY**	**En-route**	**EGFF (CWL): Cardiff**	**01/10/2014**	**201415718**

Laser attack at 19:37 and later on at 22:45 In the same area.

PIPER PA28	**LYCOMING 320 FAMILY**	**Cruise**	**EGNR : Hawarden**	**18/11/2014**	**201416175**

Radio failure.
Aircraft with 1 pob was in the left hand visual circuit for runway 22 for 19 minutes when he appeared to squawk 7600 on the atm. Blind transmissions were made to him and it was established he had a transmitter failure and no further problems. A local standby was initiated and the aircraft landed safely.

PIPER PA28	**LYCOMING 320 FAMILY**	**Level off-touchdown**	**EGHH (BOH): Bournemouth/Hurn**	**20/11/2014**	**201416293**

Runway incursion.
PA28 departed into the circuit. I became busy with inbound aircraft and forgot that the PA28 was in the circuit and gave it a land after clearance. PA28 landed and was slowing, I expected that it would vacate the runway at Taxiway Tango so I gave the GMC controller clearance to cross a vehicle ahead at holding point Delta 2. The GMC controller questioned that he could cross the vehicle, to which I said that he could. PA28 then accelerated and took off and was airborne again by Taxiway Tango. I asked the GMC controller to hold the vehicle when I saw that the PA28 was taking off again but the vehicle was very fast and was almost in the middle of the runway by the time this happened. The GMC controller decided that it would be better to let the vehicle carry on crossing. I made the pilot of the PA28 aware that he had departed again without clearance to do so.

PIPER PA28	**LYCOMING 320 FAMILY**	**Taxi to runway**	**EGTK (OXF): Oxford/Kidlington**	**24/11/2014**	**201416551**

PA28 pulled forward of R/W19 stop bar, resulting in ATC cancelling a preceding PA34's take-off clearance.
Runway Incursion. I was operating as the ADC/GMC controller. PA28 was holding at holding point C behind PA34 and reported ready for departure in turn. At 12:10 PA34 was given line-up clearance and PA28 given "Behind the departing PA34 via C line-up and wait RW19 behind". PA34 was subsequently given clearance to take off, however before he started his power up for departure I noticed that PA28 had pulled forward of the stop bar and then stopped short of the runway. I confirmed that he was beyond the stop bar and prior to PA34 commencing his take off roll cancelled the take off clearance and got confirmation of the cancellation. PA28 was rebriefed on the frequency that the line-up clearance was behind the departing.

PIPER PA28	**LYCOMING 360 FAMILY**	**Initial climb**	**EGTB : Wycombe Air Park/Booker**	**24/11/2014**	**201416562**

PA28 instructed to make noise abatement departure then report when leaving the ATZ was subsequently observed in the overhead at approx 1500ft. Traffic info given.
Visiting PA28 departed RW 24 for return flight. A/C was instructed to make noise abatement departure and subsequently to report leaving the ATZ. A/C then observed in the overhead @ approximately 1500' QFE heading East. Traffic information given to A/C (EV97) making an overhead join @ 1200' QFE for RW 24. WX:- RW24 SW 3600 KT CAVOK QNH 1027 QFE 1008.

PIPER PA28	**LYCOMING 320 FAMILY**	**Cruise**	**EGBE (CVT): Coventry**	**30/10/2014**	**201415420**

UK AIRPROX 2014/210 - PA28 and an A109, 4nm Northeast of Coventry in Class G airspace. PA28 pilot subsequently reported being lost and required ATC assistance with a position fix. Traffic info and avoiding action given.

PIPER PA28	**LYCOMING 320 FAMILY**	**Cruise**	**En route**	**24/08/2014**	**201411668**

Prolonged loss of communications (PLOC) due to radio fault.
Aircraft departed for a local detail South of the airfield. On transfer to radar, the pilot was having trouble switching frequencies, on each occasion transmitting on the tower frequency. He decided to cancel the detail and route back to airfield to effect repairs on the radio and he rejoined as normal. On reaching 2nm South of the airfield, there was no response to any calls the tower made and he was instructed 'blindly' to squawk 7600, which he did, whilst entering into an orbit abeam the tower. A local standby was put in place and aircraft was instructed 'blindly' to continue to final, which he did. A clearance to land was transmitted and a green light was displayed from the Tower. The aircraft landed safely, vacated as normal and the incident was stood down.

PIPER PA28	**LYCOMING 320 FAMILY**	**Cruise**	**En route**	**21/09/2014**	**201413578**

Suspected faulty transponder.
In addition to report as the controller at the time. A discussion with airport gave an a/c registration. It disappeared shortly after indication FL265 but minutes later reappeared at FL245. On this occasion I obtained the aircraft address which relates to a aircraft based at airfield. I chatted briefly to the airfield by telephone to advise them that we believed the a/c's transponder was faulty. This by all accounts isn't the first report involving this a/c.

PIPER PA28	**LYCOMING 320 FAMILY**	**Cruise**	**En route**	**22/10/2014**	**201414975**

Starter Motor warning light illuminated during cruise.
A PPL student pilot was flying a 2 hour solo cross country. After about 40 minutes the STARTER ENGAGED warning light illuminated. The student pilot did not know what to do and continued the flight. The pilot had no other indications, heard nothing and smelt nothing. On landing when closing the throttle and again when shutting the engine down the instructor heard the sound of metal on metal. On inspection it was noticed some teeth were missing on the Starter Bendix. The starter motor would not function when tested.

PIPER PA28	**LYCOMING 320 FAMILY**	**Cruise**	**EGKK (LGW): London/Gatwick**	**28/10/2014**	**201415215**

Infringement of the Gatwick CTR (Class D) by an unknown a/c showing as a primary contact only, resulting in loss of separation with an airliner on final approach. Infringer identified as a PA28.
At approximately 1320 I observed a primary contact entering the CTR 6 miles to the East of Gatwick travelling in an opposite direction to the wind. I contacted the tower to ask if they could see anything. They could not. I called the GS over and we watched the contact travel East bound and leave the CTR. Shortly after this the contact displayed a transponder code 7000, then switched to 1737 for Farnborough. The GS contacted Farnborough and positively identified the a/c as PA28.
Supplementary 29/10/14:
I can confirm that, having reviewed the radar, that a loss of separation occurred against a Gatwick arrival on final approach.

PIPER PA28	**LYCOMING 320 FAMILY**	**Cruise**	**En route**	**03/11/2014**	**201415516**

Priority landing due to high oil pressure.

PIPER PA28	**LYCOMING 360 FAMILY**	**Cruise**	**EGCC (MAN): Manchester/Intl**	**12/10/2014**	**201414406**

Infringement of the Manchester CTR (Class D) by a PA28. Standard separation maintained.
Whilst operating on 05L single runway operations, PA28 infringed the control zone from the SW, and then continued northbound approximately 1nm East of the control zone boundary. While still infringing the zone, the pilot of PA28 called up on 118.575 having realised his error. As a result of the infringement, Director had to issue delaying instructions to two inbounds. APP'S' turned another a/c back towards the DAYNE hold. No avoiding action was necessary.
Supplementary 16/10/14:
We were on track at Ashcroft entering the corridor from the South. In hindsight Northwich was in cloud shadow so not highlighting the track drift to the East. Once we saw the lakes at Great Budworth 3 miles ahead we realised that we were East of not West of Northwich. We immediately turned to the WNW and attempted to call Man Radar, who first responded to another a/c and then a further a/c called. As we reached the E. edge of the LLC we did make contact with Radar, who passed us the Squawk and instructed us to remain on frequency. This we did until we requested change to Lpl Radar for transit through their zone back to Chester.

PIPER PA28	**LYCOMING 360 FAMILY**	**Intermediate approach**	**EGAD : Newtownards**	**02/10/2014**	**201413888**

Aircraft returned due to high engine temperature.
Acting as Approach Radar Controller, the pilot informed me that he had high engine temperature and wished to return to the airfield. I informed the ATC supervisor who advised ADC and a local standby was initiated. I gave delaying action to an inbound aircraft and another who was recovering from a local flight. The aircraft landed safely at 1600 and reported that the engine temperature was returning to normal and the incident was closed at 1601.

PIPER PA28	**LYCOMING 360 FAMILY**	**Landing roll - off runway**	**EGLK (BBS): Blackbushe**	**01/11/2014**	**201415467**

UK Reportable Accident: Runway excursion on landing due to jammed throttle. Four POB, no injuries reported. Substantial damage to aircraft. Subject to AAIB AARF investigation.

PIPER PA30	**LYCOMING 320 FAMILY**	**Cruise**	**EGVN (BZZ): Brize norton**	**07/10/2014**	**201414527**

Infringement of the Brize Norton CTR (Class D) by a PA30.
At approximately 1043Z a PA30 free-called Brize Zone on frequency 119x0. The a/c had previously contacted Brize Radar on frequency 124x275 and was instructed to 'Remain outside controlled airspace continue with Brize Zone 119x0'. When the a/c called Brize Zone I believed its position from Brize to be approximately 275/11.5nm. My first call to the a/c was to 'Remain outside controlled airspace, squawk 3701'. The a/c set the squawk but maintained its heading of approximately 130deg. Due to the close proximity of the a/c to Brize Control Zone at the time of initial contact, I was unable to elicit the required information prior to issuing a clearance to enter the control zone. The a/c entered Brize control zone without clearance. Whilst I subsequently muddled the aircrafts callsign, my initial 'Remain outside controlled airspace' call was issued using the correct and full callsign. There was no traffic in the vicinity to affect. Having been instructed twice by both the LARs and RA controller to remain outside CAS the a/c continued on its SE heading and entered CAS without a clearance. At the time there were no other a/c inside the CTR.

PIPER PA31	**LYCOMING 540 FAMILY**	**Climb to cruising level or altitude**	**EIDW (DUB): Dublin**	**13/10/2014**	**201414571**

Altitude deviation. A/c climbed above SID altitude and reached 3400ft before returning to 3000ft.
On departure from R/W10, following the Kisha 1 Foxtrot SID the a/c climbed above the SID Altitude restriction by 400 feet. The SID instructions are to maintain 4000 feet on all SIDS apart from the K1F. This has recently changed, and despite self briefing before departure I had in my mind that 4000 feet was the stop Altitude. Before departure there was also a request for an expeditious departure from an intermediate point, which I accepted, and maybe this last minute change played a part in the subsequent deviation from the SID profile, this was to improve traffic flow. Upon studying the SID again after the event, I have noticed that there is also a typing error which instructs a climb to 4000 feet, apart from the K India Foxtrot, instead of the Kisha 1 Foxtrot. The flight was carried out single crew at night so there was no cross checking by another crew member. ATC requested confirmation that the a/c was maintaining Alt 3000, to which I had acknowledged the mistake and promptly returned to ALT 3000. The a/c had been allowed to climb to ALT 3400, which is also on the ATC recording. On previous flights in recent weeks R/W28 has always been in use at this airport, and the usual procedure when flying the SID from this runway is that a climb to cruise flight level will always be given immediately after departure, and I was perhaps in a mindset that this was also the case on the R/W10 departure, expecting and therefore allowing a continuous climb.

PIPER PA31	**LYCOMING 540 FAMILY**	**Taxi to runway**	**EGKB (BQH): Biggin hill**	**22/10/2014**	**201414997**

Runway incursion by an aircraft.
I have operated regularly for several years with my present company into this airport, however, a recent change of handling agent meant that this was only the third occasion on which the a/c had been parked on the Southern Apron. After start I called for taxi clearance and ATC offered a choice of runways, either R/W03 or R/W21. I elected to go for R/W21 and was cleared to taxi to Holding Point A1. On the two previous occasions I had parked on the Southern Apron the taxi route had been via R/W11/29 and then via Taxiway A to the holding point for R/W21. I started to taxi along R/W29 but instead of turning off at A4 to proceed along Taxiway A I continued on R/W29 toward the threshold of R/W11. As I approached the displaced of threshold of R/W03 I visually checked to the left and right to ensure the runway and approach were clear and proceeded to cross. As I passed the main apron I began to get an uneasy feeling that something was wrong so I called ATC and requested clarification. Despite being on the main apron and close to the tower they said they could not see me. I checked the NAVLOG to see what I had written down when issued with the clearance and this read " A1, cross 21." Having crossed R/Y21 I was now on the wrong side of the runway for A1 hold and was heading for D1 hold. Fortunately there were no other a/c on frequency or manoeuvring on the airfield apart from one a/c which had just asked for start clearance. The discrepancy between the aerodrome chart, what I had noted on the NAVLOG and where I was actually taxing only dawned on me once I had crossed R/W21. I later discussed the incident with ATC and they said they had expected me to taxi from the Southern Apron, along R/W11/29 to A4 and then follow Taxiway A to A1. In my mind I was set on proceeding to D1 which was the holding point for R/W21 that I had always used on my many previous visits.
Supplementary 03/11/14:
Initial investigation conducted by Quality manager, in the Safety Manager's absence. Quality Manger spoke to ATC to clarify what the procedure was. Taxi clearance from the southern apron to R/W21 (A1) would be to enter R/W29 and cross it taking the Alpha Taxiway. This does raise the further point that the pilot did have a clearance that included a 'Crossing' clearance. Accepting, from his honest reporting of the incident, that his mental model was flawed this 'crossing' clearance would further support his mental model. The pilot further accepted that it was his fault on interview, and that it was a mistake based on his previous experience at the airfield but of course not from the southern apron. Pilot interviewed and conclusion was that this was a simple mistake with a few factors 'helping' his flawed mental model. Notice sent out by Chief Pilot reminding of the need for vigilance, now that we have changed handling agent, and the use now of the southern Apron rather than the previous Main Apron.

PIPER PA31	**LYCOMING 540 FAMILY**	**Initial climb**	**EGNJ (HUY): Humberside**	**27/08/2014**	**201411943**

PAN declared and aircraft returned due to oil leak in flight.
Aircraft opts to depart runway 20. Once airborne, Pilot requests priority landing runway 02. Crash alarm activated. Pilot asked if he was declaring an emergency. Pilot reports it as a 'PAN' with oil smearing the windshield. Full emergency declared. Emergency orders followed. Aircraft lands safely and taxis to stand. Fire crew in attendance. Hoses deployed to cool the engine down.

PIPER PA31	**LYCOMING 540 FAMILY**	**Final approach**	**EGHH (BOH): Bournemouth/Hurn**	**05/09/2014**	**201412560**

Stbd langing gear down light failed to illuminate during approach.
On selection of gear down only two greens. Checked bulb via "Press to Test" - OK. Tower flypast confirmed to the best of their view the gear was down - tower and fire crew both. Manual gear pump handle did not light the failed lamp. Second pass of the tower in opposite direction reconfirmed the gear appeared to be down. As starboard was the suspect landing was made with port u/c touching down first and starboard engine being brought to idle on touchdown. Landing was normal. Visual inspection by fire crew confirmed gear looked good. Normal taxi made to parking. Following morning inspection by engineer confirmed gear fully locked down and issue was an indication problem. RH gear down micro switch requires replacement. Certified fit to fly to base "gear down" to rectify indication issue. Following the ferry flight back to base the RH MLG down micro switch was replaced. Gear swings carried out all OK. 3 greens when locked down. A/C removed from jacks. Technical defect caused by switch failure (sealed unit). No recent history noted of similar defects on the fleet.

PIPER PA31	**LYCOMING 540 FAMILY**	**Cruise**	**En route**	**22/09/2014**	**201413380**

PAN declared and aircraft diverted due to engine running rough.
Aircraft reported a PAN due to a rough engine and requested to divert. At the time aircraft was flying outside controlled airspace, south of MALUD, on a traffic service. The PAN was acknowledged and the aircraft was asked to squawk 7700. Aircraft was instructed to descend at his discretion and headings were issued to direct toward runway. This was the non-duty runway at airport so the wind was obtained and passed to aircraft who elected to land on runway. Co-ordination was effected with airport and the aircraft was transferred to airport.
Supplementary 22/09/14:
In the cruise on a scheduled cargo flight a series of sharp fluctuations in engine noise accompanied by brief airframe shuddering were heard. These symptoms increased in frequency and intensity prompting an uneventful diversion in good VMC with assistance from ATC (PAN called). No other abnormal indications or symptoms were detected. Later engineering inspection suspects right hand engine density controller malfunction.

PIPER PA32	**LYCOMING 540 FAMILY**	**En-route**	**THRED**	**17/10/2014**	**201414704**

Infringement of Airway Q41 (Class A) by an unknown aircraft squawking 7000, indicating FL51. Aircraft identified as a PA32. Traffic info given. Standard separation maintained.
Whilst operating as the S19-22 T I observed an aircraft squawking 7000 infringe the eastern boundary of Q41 maintaining an indicated FL51. I issued a turn to a southbound aircraft to ensure adequate separation would exist should the infringement persist. The aircraft the changed squawk to a solent radar code, who subsequently identified the track as a PA32.

PIPER PA34	**UNKNOWN**	**Take-off**	**EGTK (OXF): Oxford/Kidlington**	**03/11/2014**	**201415509**

PAN declared due to baggage door opened during take-off.
Aircraft departed. Immediately after take off the pilot reported his baggage door had opened and he was returning for landing. A PAN was declared and a Local Standby was called. The aircraft completed a low level circuit and landed safely. The aircraft was met by the fire vehicles on vacating the runway and the door was inspected. The incident was closed. Subsequently the aircraft taxied back to apron parking. The pilot stated on R/T that the door had been found to be faulty and his flight was cancelled.

PIPER PA34	**UNKNOWN**	**Climb to cruising level or altitude**	**NOKIN**	**04/11/2014**	**201415590**

PA34 in climb to cleared FL90 was observed passing FL97. When questioned by ATC, PA34 made reference to the autopilot. PA34 reached FL100 before descending to FL90. Standard separation maintained.
Level Bust at NOKIN PA34. A/c climbing out on an easterly heading was climbed to FL90 and was observed passing FL97. When questioned he replied this was due to the autopilot and that he was resuming FL90. I think at this stage he had reached FL100. There were no a/c in the vicinity at these levels and PA34 descended and maintained FL90.

PIPER PA34	**UNKNOWN**	**Cruise**	**En route**	**06/11/2014**	**201415656**

MAYDAY declared due to carbon monoxide indication in the flight deck during cruise.
Radar u/t under the guidance received a MAYDAY call from aircraft declaring that he had a Carbon Monoxide indication in the a/c. Immediately the OJTI took over the R/T and acknowledged the MAYDAY call and gave the A/c immediate descent into the circuit (whilst informing the tower controller of the situation). A Full Emergency was declared and the alarms sounded etc. The A/c cancelled IFR, called visual with the airfield and was instructed to contact the tower frequency. The a/c landed safely. D&D informed after the situation was resolved.
Supplementary 06/11/14:
CO monitor turned dark blue shortly after take off. About 1nm from the airfield, the back seat passenger asked for the heater to be turned on. I directed the student in how to do this (as he had not used the heater before). He then continued to fly the hold entry but as he began the hold entry, I noticed that the CO monitor had turned blue, indicating Danger. I immediately switched off the heater and removed the instrument screens, before taking control and declaring a MAYDAY, and requesting a visual join. The aircraft landed approximately 5 minutes after the Danger indication was spotted, and, as soon as the speed was reduced after landing, the main door was opened. A paramedic attended, and took CO readings from each of the three people on board. These ranged from 1.3% to 1.9%. The paramedic explained that, unless we were displaying other symptoms, he would not see a reading below 4% as cause for concern, and did not see any need for us to attend hospital unless we experienced other symptoms. The AME who was on-site at the time confirmed that these readings would not have an effect on our medicals and our continued ability to fly. Although no report has yet been submitted by our Engineering, I understand that the heater has been changed and tested as fit and the aircraft has been returned to service.

PIPER PA34	**UNKNOWN**	**En-route**	**EGVN (BZZ): Brize norton**	**18/11/2014**	**201416206**

Infringement of the Brize Norton CTR (Class D) by a PA34 at 2000ft.
I was working approach when I noticed an a/c entering the CTR wearing a 4501 squawk, indicating 2000ft. Oxford confirmed the a/c was a PA34 on their 099 procedure. It entered the CTR BZN 019/4.3nm and vacated at BZN 051/ 6.3nm. The only traffic to effect at the time was an A400 taxiing for the R/W08 instrument pattern and a CTR VFR transit passing 1nm West of Brize at a similar altitude.

PIPER PA34	**CONTINENTAL (TELEDYNE) USA 360 FAMILY**	**Cruise**	**En route**	**23/09/2014**	**201413443**

PAN declared due to single engine failure after test shutdown.
I was the ADC when I received a call from the APP Controller informing me aircraft had declared a PAN having experienced a single engine failure whilst operating North West of the aerodrome. I ensured the availability of RWY and initiated a FULL EMERGENCY. RFFS positioned on the aerodrome in regular fashion. PAN aircraft reported on the TWR frequency and other traffic was held off. PAN aircraft descended in the overhead and landed safely with no further incident. The Full Emergency was terminated. RWY was inspected and normal operations were resumed.
Supplementary 23/09/14:
Applicant for test shutdown the right hand checklist i.a.w the company checklist. After a short period the applicant attempted to restart the right hand engine but failed to start.

PIPER PA34	**CONTINENTAL (TELEDYNE) USA 346 FAMILY**	**Taxi**	**EGTK (OXF): Oxford/Kidlington**	**24/11/2014**	**201416491**

UK Reportable Accident: Taxiing aircraft collided with a parked aircraft. One POB, no injuries. Substantial damage to both aircraft. Subject to AAIB AARF investigation.

PIPER PA38	**LYCOMING 235 FAMILY**	**Taxi**	**EGKA (ESH): Shoreham**	**25/10/2014**	**201415202**

Aircraft radio/intercom blocking frequency.
Intercom taxiing on freq blocking most other traffic transmissions. Continued with intercom or carrier wave only until two-way contact was re-established. At this point I instructed operator in event of further problem join 2000ft rwy 20 use non radio. Carrier wave only again. D&D called informing us aircraft turning towards us squawking 7600. Aircraft subsequently did join as instructed and landed on a green light.

PIPER PA38	**LYCOMING 235 FAMILY**	**Cruise**	**En route**	**25/10/2014**	**201415116**

Smoke in cockpit during cruise.
Whilst operating as radar controller, aircraft who had just exited the CTR ATVRP declared a PAN with smoke in the cockpit. The aircraft was acknowledged, told to squawk emergency and given a steer for the airfield. Tower and D&D informed full emergency declared. Aircraft landed safely.
Supplementary 25/10/14:
Sudden burst/cloud of smoke, possibly blue smoke filled the footwell. Seemed to clear straight away. No changes to the flight controls to have caused the smoke. First thought was we may have flown through some smoke but nothing seen in area. Shut down on taxiiway to allow fire service to check for fire damage, small amount of oil noticed inside starboard cowling. No sign of electrical burning fwd of aft of fire wall. Small qty of oil on heat exchanger. No.1 cyl. oil drain back tube hose clip loose - re tightened satis. No other signs of oil leaks. Eng & eng cowl cleaned. Ground run carried out. Eng. bay re inspected for oil leaks - none found satis. Aircraft return to be monitored and flown with instructor for 5 hrs.

PIPER PA42	**PRATT & WHITNEY (CANADA) PT-6-3 (TWIN PACK)**	**Standing : Engine(s) Start-up**	**EGTK (OXF): Oxford/Kidlington**	**26/09/2014**	**201413612**

Smoke in cockpit during start up sequence.
We started the RH engine first, which occurred normally with all indications correct. On starting the LH engine the start sequence was initiated normally. When the fuel lever was moved forward the LH engine did not accelerate in the normal manner associated with the start sequence and indications remained at starter speed. Smoke began emanating from the centre pedestal, smelling strongly of electrical burning. This occurred after approx. 10 - 20 seconds from the beginning of the start sequence of the LH engine. We immediately shut both engines down and turned off the electrical services. Evacuation of the aircraft was ordered and the fire service called from a mobile phone. The fire service checked the aircraft and relevant systems with a thermal imaging camera; no fire or unusually hot areas were found. The cabin door was left open to allow the smoke to clear. An investigation in conjunction with suitable engineers found a wet start likely. Subsequent clearing of the engine was completed. The further start of both engines was attempted and proved uneventful with both engines starting normally with all indications correct. The defect was entered in the aircraft technical log and further analysis is being carried out.

PIPER PA44	**LYCOMING 360 FAMILY**	**Missed approach or go-around**	**EGBE (CVT): Coventry**	**01/09/2014**	**201412207**

Communications system failure.
On the G/A, the transmitter jammed on. Reselecting comm1/2 transferred the problem. Both transmit switches were operated to try and clear it, but to no avail. Squawk 7600 selected, and a second approach commenced, during which the problem cleared. ATC confirmed the open transmit had occurred, but was now clear. 7600 deselected following normal operations. On the G/A, the problem recurred briefly, and then cleared. Aircraft returned with no further occurrences. A/C put U/S with tech log entry. Awaiting engineering investigation.

PIPER PA46	**LYCOMING 540 FAMILY**	**Final approach**	**EGJJ (JER): Jersey, Channel Is.**	**24/10/2014**	**201415271**

Unstable approach.
Whilst as the UT ADI controller, I was warned by approach that the aircraft had a few navigational issues and caused concern. On transfer to the tower frequency, the pilot informed me that he was 'Single Pilot 1FR' which was acknowledged. During the approach, the aircraft appeared high and was given an advisory altitude for its' position. Additionally, my OJTI suggested selecting the AFDAS on the ATM. The approach was monitored and the aircraft informed of his position in terms of the final approach track and the AFDAS level (which was showing high on the approach). The aircraft was cleared to land and at approximately 2nm from touchdown, appeared to take up a North Westerly track and in my opinion was dangerously positioned on the approach. I then took the decision to send the aircraft around as it appeared unstable during the final approach. The aircraft acknowledged this but then reported visual and was cleared to land again. The aircraft subsequently landed and the pilot reported that he had auto pilot problems. This report has been filed without prior reference to RTF and radar recordings.

RAYTHEON 390	**WILLIAMS FJ44**	**Climb to cruising level or altitude**	**TIGER**	**25/10/2014**	**201415079**

Altitude excursion. Standard separation maintained.
Raytheon 390 (Hasty Departure) transferred from TC SE called S17 "climbing FL140" (as per standing agreement) but continued to FL144. Controller questioned his cleared level again after noticing FL144 on the radar and pilot replied "we are just adjusting now". A/C descended to FL140. No loss of separation.

RAYTHEON 390	**WILLIAMS FJ44**	**Approach**	**EGGP (LPL): Liverpool**	**10/10/2014**	**201416139**

Green laser attack.

SOCATA TB20	**LYCOMING 540 FAMILY**	**Initial climb**	**EGBJ (GLO): Gloucestershire**	**15/11/2014**	**201416039**

UK AIRPROX 2014/218 - Socata TB20 and an Ikarus C42, 1nm West of Gloucestershire in Class G airspace. Traffic info given.

TAYLORCRAFT F22	**LYCOMING 235 FAMILY**	**Cruise**	**R153 Hinkley Point**	**26/09/2014**	**201413664**

Infringement of R153 by a Taylorcraft F22A.
A/c was routing from EGHA to EGFH. The a/c called Cardiff in the Burnham-on-Sea area requesting to transit Cardiff CAS to Nash point at approx altitude 2000ft. This transit was not possible due to the proximity of this track to the R/W30 final approach and 12 climbout with pending IFR movements. The pilot was advised and alternative routings suggested either North via Cardiff City and the M4 or to the South of Cardiff CAS, remaining outside of CAS. The pilot elected to route South. The a/c was placed under a Basic Service and instructed to remain outside of CAS. At approx 1648 the DAIW safety net provided an alert that the a/c was approaching R153 (Hinkley Point) at altitude 1800ft. R153 is notified upto 2000ft altitude Wessex Regional (1021hpa). I advised the pilot and he acknowledged. However, the pilot did not appear to take corrective action and entered R153. I advised the pilot he was now inside R153 and repeatedly suggested corrective action.
Supplementary 08/10/14:
The incident will be included in the briefings to the local GA community this winter. The infringement email will be sent to the pilot.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 NOVEMBER 2014 and 30 NOVEMBER 2014

ROTARY WING AIRCRAFT

AEROSPATIALE AS332	**TURBOMECA, FRANCE MAKILA**	**Cruise**	**En route**	**20/10/2014**	**201414823**

PAN declared due to engine Nr2 fire warning indication during cruise. Warning suspected spurious.
On duty as radar controller. Aircraft was approx 23 miles east of airport cruising at 3000 feet en route. They called PAN PAN due to a engine no.2 fire indication. They turned back and made a VFR approach without further complications where they landed safely at time. The crew believed the fire indication to be spurious.

AEROSPATIALE AS350	**TURBOMECA, FRANCE ARRIEL (2B)**	**Cruise**	**En route**	**26/08/2014**	**201411955**

PAN declared and aircraft diverted due to fuel filter light illuminating during cruise.
While I was flying at about 10 miles North on the dashboard the “FUEL FILT” light turned on, signalling the pre-occlusion of the main fuel filter. Since the light was AMBER-coloured, it was mandatory to land “as soon as possible”. Considering that there was also a very strong wind (about 40 kts) and I was already in touch with the control tower, I decided to declare emergency since the airport was at about 10-12 minutes of flight time from where I was, that is to say it was the closest one for a safe landing. In accordance with Engine Type Certificate the Maintenance Manual task has been applied. The Fuel Filter has been replaced. A flight test has been performed without inconvenient

AEROSPATIALE AS365	**TURBOMECA, FRANCE ARRIEL**	**Initial Approach**	**Morecambe Bay Gas Field**	**26/11/2014**	**201416632**

Aircraft returned to base due to engine chip caption.
A full procedure ARA let down to the platform was initiated. Shortly before turning inbound Eng.1 Chip light illuminated, all other indications normal. A go around back to base was initiated and actions i.a.w. EOPs 6/6 were conducted (2x Chip Pulse) with no result. Engine retarded to idle i.a.w. EOPs and Pan call declared. About 20 seconds after setting the engine to idle, the Eng.1 Chip light extinguished. With all indications continuing normal Eng.1 was returned to flight and RTB. Engine inspected IAW Turbomeca IETP. No debris found on the electrical mag plug other than slight carbon deposits. All other mag plugs were clean. Engine oil flushed and replaced, and all strainers inspected and found clear. ARI raised for 5hr close monitoring of the Engine for 25hrs.

AEROSPATIALE SA365	**TURBOMECA, FRANCE ARRIEL**	**Scheduled maintenance**	**Unknown**	**22/08/2014**	**201411693**

Aircraft overflew the 10H Airworthiness Directive requirements.
On review of the aircraft Technical Log it was discovered by the CAMO that the aircraft had overflown 10H requirements of EASA ADs. On discovery of the overfly the aircraft was grounded and Engineering Support dispatched for rectification Assessment - The aircraft overflew the 10H AD requirements. ADs due, overfly detected. On discovery the aircraft was grounded and Engineering Support dispatched for return to serviceability. Discussions with the owner/pilot about the need to ensure sufficient hours available (before maintenance due) for flight. Addition of the 10H ADs to the current. Part 145 performed 10H/7D Manufacturer inspections.
Supplementary 22/08/14:
The root cause was identified as the following: The CAMO failed to put ADs on PO. The Part 145 completed all Maintenance as Per PO but did not check Out of Phase List in Aircraft. Pilot did not check the Out of Phase list and so overflew. The initial start of this was the fact that Maintenance Organisation normally raise PO with all required maintenance and the Out of Phase List in the Aircraft which should be the failsafe did not work. The corrective actions are as follows: Maintenance Organisation has completed an additional review of raising of POs and reminded all staff of responsibilities for raising a PO. Part 145 reminded to check the Out of Phase List. Private pilot reminded to check the Out of Phase List

AEROSPATIALE SA365	**TURBOMECA, FRANCE ARRIEL**	**Standing**	**EGTR : Elstree**	**30/09/2014**	**201413858**

Gov2 warning.
Just prior to taxi, after an uneventful start, the collective lever was unlocked and immediately the Gov2 warning on CAS illuminated together with Alarm light and associated throttle light. 'Motor' was seen to be flashing in the overhead control panel. Engine switches moved from flight to Idle, but only No1 engine responded. Switches then both moved from Idle to Off and both engines closed down normally. Engineering assistance sought.

AEROSPATIALE SA365	**TURBOMECA, FRANCE ARRIEL (1C1)**	**Scheduled maintenance**	**EGLD : Denham**	**21/11/2014**	**201416362**

A/c suspected not in compliance with Maintenance Programme requirements.
Maintenance have found that there is no evidence to date to support that the 12 year inspections of the dynamic components M/R mast MGB and TGB IAW SB and MET, maintenance have searched the G inspection work packs from manufacturer and log cards and have had a meeting with manufacturer. Manufacturer are now going to the factory to see if it is possible for a concession. Manufacture are investigating the relevant paperwork to support the 12 year carried out.

AGUSTA A109	**PRATT & WHITNEY (CANADA) PW200 FAMILY**	**En-route**	**Dunstable Downs Airfield**	**08/11/2014**	**201415746**

UK AIRPROX 211/2014 - Agusta A109 and an ASK21 overhead Dunstable Downs at 1600ft. A109 allegedly overflew an active glider site.

BELL 206	**ALLISON USA 250 FAMILY**	**Cruise**	**Syerston**	**27/10/2014**	**201415177**

Infringement of the Syerston ATZ (Class G) by a Bell 206 at 700ft.
Just before operations commenced a Jet Ranger helicopter was seen flying through the ATZ at an estimated 700ft heading 170. A radio call was transmitted on 125.425 asking the helicopter to identify, there was no response to this call. The Waddington Zone controller informed me that the a/c was a Jetranger operating between Wickenby and Leicester working East Midlands Radar. I contacted the Leicester AG Radio Operator and requested that the pilot contacted me when the helicopter had landed. When the pilot called he informed me he had seen the NOTAM about reduced radio activity at RAF Syerston and as such he had tried calling when just South of Darlton and again before entering the ATZ, as he had not had any response he continued and carried on giving Traffic Information 'blind' calls. He did not hear the call from myself asking him to identify.

BELL 206	**ALLISON USA 250 FAMILY**	**Cruise**	**EGGW (LTN): London/Luton**	**18/11/2014**	**201416194**

Infringement of the Luton CTR (Class D) by a Bell 206 at 1400ft. Traffic info given. Standard separation maintained.
I was working as the GW controller. I had vectored an A319 onto the ILS 08. I then observed a 7000 turn magenta but inside the Dunstable Downs gliding area. It indicated 1000'. It was only a secondary return but as tugs use this airspace at that level I initial ignored the traffic. I then concentrated on the downwind left traffic against a WCO release I had been given. On looking back at the A319 on final I noticed the 7000 now climbing to 1.3 and moving South. It had initial very slowly moved East towards Dunstable. I immediately stopped the descent of the A319, gave traffic and explained avoiding action left or right simply wouldn't help. I explained that I simply had to fly him over the top. The A319 stopped at 3.5, the infringer now 1.4 but unverified. The A319 reported he had it on TCAS and was happy. I reported that he was going to pass behind the infringing traffic who was now South of the extended centre line. Coordination with the tower and other agencies was taking place all the time. I then climbed the A319 to 5,000 and re positioned him downwind left for 08.

BOLKOW BO105	**ALLISON USA 250 FAMILY**	**Cruise**	**En route**	**31/10/2014**	**201415468**

Nr2 generator failure caption in flight.
'GEN2' caption illuminated on the CWP. Iaw Emergency checklist, as the voltage was below 30v, the generator was turned off, reset, then on. The generator came back online, the caption went out and the voltage was checked and normal. About two minutes later, the caption illuminated again, the voltage was again below 30v so the same procedure was carried out. This time the generator failed to come back online so the generator field button was pressed and the generator was turned off. We then returned to departure airfield. Once on the ground, I tried once more to reset the generator, this failed so the aircraft was shut down and Ops/Engineering were informed. Nr2 generator system inspected and a broken exciter wire was found detached from the generator terminal. Wire re-terminated and connected to generator iaw AMM. Ground run carried out and both generators serviceable.

EUROCOPTER EC120	**TURBOMECA, FRANCE ARRIUS**	**Cruise**	**EGDM : Boscombe down**	**06/11/2014**	**201415848**

Tail gearbox chip warning. Aircraft returned.
Shortly after levelling from the climb, the GB (amber) caption illuminated. A return was initiated, as the aircraft was less than 2 minutes from the airfield. The GB caption (which may be for either TGB or MGB) flickered and went out, then came on again before shutdown. There were no other abnormal indications at any stage. After landing the GB caption extinguished once the TGB magnetic plug was removed for inspection. An engineering ground run was carried out, following which 2 small metal slivers were found on the TGB magnetic plug. Awaiting results of SOAP sample, but no contra-indications in aircraft at present.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Taxi**	**EGSC (CBG): Cambridge**	**27/09/2014**	**201413697**

Burning smell in the cockpit.
Whilst taxiing back to parking I noticed a burning smell in the cockpit. The aircraft was landed at the usual parking area and shutdown. Emergency services called to provide fire support if required. Aircraft placed unserviceable and engineering assistance sought. Aircraft inspection carried out. Nose, fwd and middle fuselage access panels removed iaw AMM 52-40-00 along with centre and slanted console side access panels iaw 31-00-00. Accessible wiring and instruments for evidence of burning with no damage or faults found. Avionic rack inspected and no damage or faults found. Aircraft ground run carried out with no re-occurrence of smell and no defects. Removed refitted panels iaw AMM. Aircraft declared serviceable and returned to service.

EUROCOPTER EC135	**PRATT & WHITNEY (USA) Other**	**Manoeuvring**	**EGBB (BHX): Birmingham**	**26/09/2014**	**201415395**

Laser attack.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**En-route**	**Glasgow**	**10/10/2014**	**201415978**

Laser attack.

EUROCOPTER EC135	**PRATT & WHITNEY (USA) Other**	**En-route**	**Overhead Kidderminster**	**03/10/2014**	**201415992**

Green laser attack.

EUROCOPTER EC135	**PRATT & WHITNEY (USA) Other**	**En-route**	**Overhead Mochdre**	**16/10/2014**	**201416143**

Green laser attack.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Standing**	**EGWC : Cosford**	**17/11/2014**	**201416230**

F QTY FAIL caption displayed with nr2 supply tank indicating zero.
During a fuel quantity check prior to refuel it was noticed that F QTY FAIL caption was displayed on the CAD and affected tank (nr2 supply) was displaying no fuel. Engineering and ops informed. During the de-fuelling of the aircraft for rectification it was noted that both supply tank quantity reading were too high when the LOW FUEL red warnings illuminated. Both supply tank fuel quantity sensors removed, cleaned, dried and refitted iaw AMM 28-40-00, 4-1 and ASB. Aircraft refuelled and ground run check of the fuel quantity indicating system carried out iaw ASB, indicating system serviceable. Aircraft returned to service.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**En-route**	**Great Wyrley**	**17/10/2014**	**201416338**

Green laser attack.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**En-route**	**Glasgow**	**23/10/2014**	**201416519**

Green laser attack.

EUROCOPTER EC135	**PRATT & WHITNEY (USA) Other**	**Approach**	**Rhyl**	**25/10/2014**	**201416579**

Green laser attack.

EUROCOPTER EC135	**UNKNOWN**	**En-route**	**Overhead Widnes**	**28/10/2014**	**201416583**

Green laser attack.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Scheduled maintenance**	**EGGD (BRS): Bristol/Lulsgate**	**15/09/2014**	**201413008**

Overflight of recurring AD inspections.
Due to a change of management the Company has elected to review / audit all of the aircraft documentation. During this review it was noted that the spreadsheet containing the due list information for the company had a number of anomalies including missing formulae. The missing formulae did not allow a calculation to reduce the hours resulting in incorrect figures being shown on two recurring AD's (inspection elements only 2006-0318R1 and 2010-0058 - Rotor flight controls). Upon discovery the aircraft in question was grounded and the required inspections carried out with no fault found.

EUROCOPTER EC135	**PRATT & WHITNEY (CANADA) PW200 FAMILY**	**Other**	**EGBO : WOLVERHAMPTON**	**02/07/2014**	**201408880**

VOR aerial damaged.
During the check 'A' conducted first thing in the morning after coming back on duty after 4 days rest, I noticed the VOR aerial on the port side of the aircraft located on the tail boom had been bent downwards slightly. My first thought was that it might have been damaged during an aircraft wash which is carried out every Sunday. However, I then remembered that the aircraft had been at a PR event the previous Sunday. It is my belief that with large numbers of the general public taking a keen interest in the aircraft, a child/teenager almost certainly could have pulled down on the aerial and bent it without the 3 crew members noticing. Coupled to this the fact that one of the crew informed me they had had to have words with a child at the same event for pulling on one of the pitot tubes and the fact that the aircraft hadn't actually been washed that weekend, I believe this to be the most probable answer.

EUROCOPTER EC135	**PRATT & WHITNEY (CANADA) PW200 FAMILY**	**Cruise**	**En route**	**09/10/2014**	**201414737**

Precautionary landing due to weather.
On a repositioning flight back from our engineering base, I carried out a precautionary landing in a field on the outskirts of the congested area. I had checked the weather for the return trip with a reported 22020G35kt 4000 +SHRA between the hours of 10:00-17:00Z. On approach approximately four miles out to the south the weather got progressively worse rapidly where I deemed it necessary to carry out a precautionary ad hoc landing in a field rather than pushing on in deteriating conditions so close to the airfield. I carried out a site survey of the estimated site prior to making an approach to confirm its suitability. I had been in contact with ATC some twenty miles out and informed them of my decision to put down. Once safely on the ground I contacted ATC with my intention to sit it out and that I would contact them prior to lifting. Additionally the Control Room had been informed of the situation. Prior to departure I carried out a site survey of the estimated site to ascertain the departure profile.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Landing**	**Porthleven**	**25/08/2014**	**201411817**

PAN declared due to Nr2 GEN DISCON and Nr2 BUSTIE OPN illuminating due to Nr2 Starter/Generator failure.
Immediately after landing #2 GEN DISCON illuminated. Actions taken iaw Emergency Checklist - GEN Sw. OFF, Volts & Amps checked - all ok. Aircraft shutdown and secured. Visual inspection of #2 Generator carried out. #2 Vent operated to check drive connection, all ok. MEL consulted. Fault deferred for one flight back to base. During VFR flight back to base #2 Bustie OPN illuminated. Actions taken iaw emergency checklist, GEN AMPS within limits. I carried on with my plan to return to base as soon as practical, although with obvious electrical problems now stacking up I elected to declare a PAN to ensure a speedy arrival back at base, which was facilitated by ATC. Aircraft landed at base without incident. No2 DC Gen Volts check and found to be 0.9 vdc, No2 Master box lights: r,f,1,2,3,4 illuminated. No2 starter/Generator replaced iaw AMM. U-POR check carried out iaw AMM. Aircraft serviceable and returned to service.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Landing**	**EGNO : Warton**	**29/10/2014**	**201415294**

Aircraft landed with less than Final Reserve Fuel.
After a lengthy flight involving several tasks, the aircraft returned to its home base and landed with an indicated 86Kg (the minimum at night is 90 Kg) of fuel on board. The effects of the headwind had been underestimated and in hindsight upon completion of the tasks, a diversion into a base that was nearer should have been carried out to prevent the infringement of this company rule.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Final approach**	**Strensham**	**31/10/2014**	**201415466**

Fuel quantity fail caption.
Having conducted an instrument approach returning from tasking, the fuel qty fail caution illuminated with associated loss of fuel quantity indication in the nr2 supply tank during transit back to base. The nr2 supply tank indication fell to zero/no indication. FRCs were consulted and an uneventful landing was carried out back at base. Engineering assistance was sought upon landing. Nr2 supply tank fuel sensor removed, cleaned, dried and refitted iaw ASB and AMM. Ground run fuel indication check carried out iaw ASB. Indication system serviceable.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Landing**	**Treliske Hospital**	**31/10/2014**	**201415568**

'BUSTIE OPN' illuminated due to Nr2 Master Box failure.
Immediately after landing with patient onboard, BUS TIE OPN #2 appeared on the CAD. All systems appeared normal, no associated GEN DISCON warning, so I elected to continue the shutdown and investigate the problem after patient disembarkation. I rang base engineer for assistance and we diagnosed #2 Master Box failure which would require parts. Security guards were organised and I stayed with the aircraft until they arrived. Aircraft inspected, noted on CAD #2 Bus Tie Open & INP Fail #2 Gen Disc, also noted #2 Engine Vent Mode inoperative. #2 Electrical Master box "self-test" failed iaw AMM, LED 3 remained illuminated throughout. No2 Electrical master Box replaced iaw AMM. VPOR check carried out iaw AMM. Aircraft serviceable and returned to service.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Standing**	**Rhuddlan**	**07/11/2014**	**201415747**

Nr1 engine torque lower than Nr2, needles were split on the FLI.
During the start and at ground idle, No1 engine's torque was lower than No2 and the needles were split on the FLI. Aircraft closed down IAW with FRCs and engineering assistance sought.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS (2B2)**	**Scheduled maintenance**	**EGPF (GLA): Glasgow**	**09/11/2014**	**201415912**

Fuel Indication System failed, fuel Quantity Sensor replaced.
Whilst carrying out the 50 hour Company requirement Supply Tank Indications check iaw ASB, the number one supply tank indication remained at 46kg when the LOW FUEL 1 caption appeared on the warning unit, number two supply tank operated correctly iaw the ASB. When the aircraft was de-fuelled, the number one supply tank indicated 16kg. The Number One Supply Tank Fuel Quantity Sensor replaced iaw AMM and further ground run carried out with indications in limit as per the ASB. A fuel system display accuracy check was carried out on the fuel indications in limits iaw AMM.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS (2B2)**	**Scheduled maintenance**	**EGCB : Manchester/Barton**	**25/11/2014**	**201416590**

Fuel Quantity Degrade caption illuminated due to fluctuating fuel levels. Wiring connector bullets found damaged.
Post start F QTY DEGR caption illuminated with 230kg indication on main tank, after FRC's and MEL consulted, aircraft was flown back to base, once in level flight, main tank content indication dropped to 127kg. During finals approach contents rose to 180kg and finally settled at 150kg on landing. Engineer support was requested. A system check was conducted, during the check the main tank fuel content indications fluctuated, supply tank indications were correct, rear main tank fuel probe were removed, cleaned, dried and refitted iaw ASB & AMM. During removal of Fwd Fuel probe 1 x wiring connector bullets found damaged, connector replaced iaw AMM. Fuel Monitoring and Quantity Check iaw AMM carried out and all indications in limits. Ac declared serviceable.

MBB BK117	**TURBOMECA, FRANCE ARRIEL**	**Cruise**	**En route**	**31/08/2014**	**201412088**

Tail rotor chip caption.
On routing towards a task in straight and level flight at 950ft QNH (limited to 1000ft QNH by ATC), a TR chip caption illuminated. Actions iaw with FRC's. Fuzz burn carried out and caption reappeared again almost immediately. PAN declared, direct routing toward base and climb requested. After approximately 20secs caption then cleared. Non eventful landing made back at base. Engineering advice sought.

MBB BK117	**TURBOMECA, FRANCE ARRIEL**	**Final approach**	**Lippitts**	**12/11/2014**	**201415903**

Tail rotor chip caption on approach.
After carrying out a ten thousand feet height climb engine trend check, the aircraft was returned to base. The aircraft was known to have had a TR chip caption on a previous ground-run following a TRGB change. On final approach after 1hour and 13 minutes of flying the TR chip caption illuminated. Due to the stage of flight and proximity to the ground, frc's were not consulted and a 'fuzz burn' was not initiated. Aircraft landed normally with caption. Engineering advice sought.

MBB BK117	**UNKNOWN**	**Cruise**	**EGAC (BHD): Belfast/City**	**13/11/2014**	**201415948**

Altitude excursion. Standard separation maintained.
EC145 departed EGAA to the southeast initially climbing not above 2000ft VFR. Almost immediately after departure he requested climb to FL100. The a/c was climbed to FL90 and then after co-ord. with ANT. on up to FL100. A short time later the aircraft's MODE C was observed displaying FL106. I asked the EC145 to confirm his level and after a little hesitation he seemed to realise his error and reported descending back to FL100. The pressure at the time would seem to indicate that the a/c was still on QNH rather than 1013.

MBB BK117	**UNKNOWN**	**En-route**	**EGAA (BFS): Belfast/Aldergrove**	**21/10/2014**	**201416356**

Green laser attack.

MBB BK117	**TURBOMECA, FRANCE ARRIEL**	**En-route**	**Overhead Lippits Hill**	**25/10/2014**	**201416516**

Green laser attack.

MBB BK117	**TURBOMECA, FRANCE ARRIEL**	**En-route**	**London CTR**	**23/10/2014**	**201416521**

Green laser attack.

MBB BK117	**TURBOMECA, FRANCE ARRIEL**	**Scheduled maintenance**	**EGTK (OXF): Oxford/Kidlington**	**29/09/2014**	**201413719**

Obstruction and water ingress into pitot static system.
The aircraft was about to leave the maintenance facility and the pilot discovered that he could not achieve normal NR and the CAT A switch was also inoperative. An exhaustive engineering investigation initially suspected an ADC failure, because it became apparent that the ADC was providing the VARTOMS with a signal that the aircraft was above 55 knots. Subsequent to that investigation, the actual fault was narrowed down to debris/obstruction within the pitot static system caused by water ingress. Potential Hazardous Situation. Although it was actually water ingress in this case, it highlights a possible concern about what happens in the event of an ADC failure. It has come to our attention that the ADC 3000 unit is not a reliable product (between the various EC models we operate, including this one, we have experienced about 8 failures in 3000 hours flying). This incident actually occurred last month, but as part of the SAG review it has been elevated to a potential hazard, and enquiries have been sent to the OEM to try and establish the possible significance of the hazard.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**Standing : Engine(s) Start-up**	**Wakefield**	**15/08/2014**	**201411358**

Burning smell in cabin following start of both engines.
Following the starting of both engines a crew member in the rear of the cabin reported a strong burning smell. The aircraft was shut down and placed offline awaiting engineering input. No visible cause of the smell was apparent. On inspection, following dry motoring of the engines the cause of the smell was identified as emitting from the main grounding studs for each engines starter generator. During cranking, these studs were overheating and too hot to touch, the smell caused by the heating of the sealant covering the heads of the bolts. No loss of torque was evident on either stud. However, a small amount of burning of the skin was evident on the RH stud grounding land. The Tech Rep was contacted and he advised of a Service Letter regarding the installation of engine ground studs, including replacement of the hardware to decrease to possibility of incorrect torque, he was also able to offer a repair scheme for the RH stud. Removal of the hardware revealed that the Service Letter had been previously complied with. The repair was carried out and the hardware replaced and torqued as per the service letter. Subsequent cranks were carried out on both engines and there was no overheating of the bolts felt and no reoccurrence of the burning smell. The burning smell had been experienced at an earlier date, (10/07/2014 @ 4074.40 hours) at that time the smell had only been apparent in the front of the aircraft and was attributed to the main battery ground stud and lead overheating. This was rectified by replacement of the hardware with a hex head bolt (which had been of the earlier Philips type, pre Service Letter) and replacement of the lead form the stud to the main aircraft battery. There had been a further report post this maintenance of the burning smell (12/08/2014 @ 4130.30 hrs) but ground runs and a 20 minute hover failed to show up the fault. As no loss of torque was apparent on either stud, it is felt reasonable to assume the possibility of the initial fault with the battery ground stud and the associated high resistance at that point lead to an increase in the current draw, which could have caused a weakness (corrosion) in the grounding studs for the generators to develop and worsen to an extent where the resistance at these ground points increased to generate excessive heat, and hence the burning smell from the sealant used to protect the studs.
The reoccurrence of this problem is unlikely following the replacement of the studs IAW SL900-065R2 and the repair of the grounding land as recommended by MDHI around the RH grounding stud (involving replacement of the doubler) would appear to have satisfactorily rectified the problem.

MD HELICOPTER MD900	**PRATT & WHITNEY (CANADA) PW200 FAMILY**	**Standing**	**EGWU (NHT): Northolt**	**28/10/2014**	**201415244**

Dzus fastener detached in vicinity of flight controls.
Centre console Dzus fastener found on floor co pilots side close to pedal assembly during check A.

MD HELICOPTER MD900	**PRATT & WHITNEY (CANADA) PW200 FAMILY**	**Cruise**	**En route**	**28/10/2014**	**201415245**

Anti-collision light lens cover detached in flight.
A/c tasked to search in from area. Task completed without incident. After shutdown, plastic red lens cover of lower anti-collision light missing. Fastening ring and upper 10mm of plastic lens cover remained in place. Lens replaced with serviceable item. Remnant old lens cover shows evidence of historic circumferential cracking.

MD HELICOPTER MD900	**PRATT & WHITNEY (CANADA) PW200 FAMILY**	**Standing**	**EGCB : Manchester/Barton**	**28/10/2014**	**201415247**

Unusual noise emitted from aircraft during shutdown.
Post flight as aircraft was being shutdown and monitored externally by one of the Tactical Flight Officers (TFO). He noted that a strange noise was emitting from the aircraft. No vibration or aircraft warnings within the aircraft, as I deselected the master Avionics switch the noise appeared to stop and TFO indicated that he no longer could hear the noise. Aircraft shutdown without further incident. Aircraft placed unserviceable until engineer arrives in the morning.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**Manoeuvring**	**Overhead Liverpool**	**29/09/2014**	**201415386**

Green laser attack.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**Manoeuvring**	**Overhead Royston**	**02/10/2014**	**201415703**

Green laser attack.

MD HELICOPTER MD900	**PRATT & WHITNEY (CANADA) PW200 FAMILY**	**En-route - holding**	**En route**	**11/11/2014**	**201415915**

'Check Notar balance' warning illuminated during hold. Aircraft diverted.
Whilst in an orbit CHECK NOTAR BAL appeared on the IIDS alpha numeric display. No vibration was felt through the pedals. Due to the close proximity of base I diverted there as our engineer was also at that base. NOTAR Balance was carried out on landing. 0.12 was recorded. Engineer was informed.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**En-route - holding**	**EGCB : Manchester/Barton**	**16/11/2014**	**201416078**

Check Notar Balance warning.
Whilst in an orbit on a task the caption "CHECK NOTAR BALANCE" appeared on the IIDS display screen. No vibration was felt throught the aircraft pedals. Intended destination being the nearest airfield the aircraft was recovered back to base. A Notar Balance check was carried out and an IPS of 0.34 was achieved. Being out of limits the aircraft was grounded and the Engineers were informed.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**Manoeuvring**	**Overhead Liversedge**	**12/10/2014**	**201416140**

Green laser attack.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**Cruise**	**En route**	**19/11/2014**	**201416277**

Undemanded yaw of the aircraft to the right.
En route back to our base, I noticed that when I used the trim button on the cyclic to the rear the aircraft had an un-demanded yaw to the right. I trimmed to the rear a couple of times and had the same effect. I de-selected the SAS and put an aft trim input in. The aircraft did not yaw to the right. I then selected the auto-pilot and utilising the trim button ,which when in the auto-pilot mode alters the heading left and right or height up and down, worked as it should until trim button put to rear (to climb) the aircraft yawed to the right by about 7 degrees and then went back to the original heading. Aircraft returned to base and engineering advice sought.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**Unknown**	**EGSX : North Weald**	**21/11/2014**	**201416322**

Infringement of the Stansted TMZ 2 (Class G) by an MD900. Traffic info given.
I observed a primary return enter the Stansted TMZ 2 without a clearance. It came into conflict with a B737 to whom I passed traffic information and gave it a turn towards the localiser which steered it away from the infringer. The unknown contact disappeared in the North Weald overhead and after calling them was identified as an MD900.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**En-route**	**Doncaster**	**20/10/2014**	**201416438**

Green laser attack.

MD HELICOPTER MD900	**PRATT & WHITNEY (CANADA) PW200 FAMILY**	**En-route - holding**	**En route**	**22/11/2014**	**201416461**

Check 'NOTAR Balance' displayed during flight.
Whilst in a holding orbit at 1000ft AGL the "Check Notar Balance" illuminated on the I IDS display screen. The task was aborted and the aircraft was returned to Airfield. A balance check was carried out achieving a result of 0.34 IPS. The aircraft was placed unserviceable and engineering assistance was called.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**Normal descent**	**EGCB : Manchester/Barton**	**22/11/2014**	**201416544**

Notar balance.
During approach to land a faint buzz was felt through the pedals. After landing a Notar balance reading was taken at 0.29. Aircraft placed unserviceable, engineering requested.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**Cruise**	**EGCB : Manchester/Barton**	**23/11/2014**	**201416546**

Check Notar balance warning.
After a 50 minute flight Check Notar Balance displayed on IIDS. This flight was post a complete TT strap replacement to cure a previous Notar imbalance. Aircraft placed unserviceable awaiting engineer inspection.

MD HELICOPTER MD900	**PRATT & WHITNEY (CANADA) PW200 FAMILY**	**Climb into traffic pattern**	**Overhead Cobham**	**26/10/2014**	**201416581**

Green laser attack.

OTHER (GUIMBAL CABRI G2)	**LYCOMING 360 FAMILY**	**Final approach**	**EGBG : Leicester**	**29/09/2014**	**201414192**

Partial engine failure due to plasma (magneto) failure. PAN declared.
On approach the aircraft yawed to the right with a loud bang at 30-50ft AGL. Inspection of instruments showed a power indication of 118% twice that normal expected and a rate of descent of 100-200ft/min. Realising insufficient power to maintain hover, at a height of 10-20ft AGL over RW10 I called PAN whilst manoeuvring the aircraft over the grass parallel to the runway. With a slow descent still in progress I performed a o/o landing onto the grass. During the shutdown process I confirmed a plasma ignition failure through the appropriate checks. After the shutdown inspection of the aircraft showed no obvious damage or injury to persons.

OTHER (Guimbal Cabri G2)	**LYCOMING 360 FAMILY**	**Approach**	**EGBG : Leicester**	**30/10/2014**	**201415375**

Partial engine failure due to plasma (magneto) failure.
Towards the end of a dual training sortie the student had lifted to the hover and both student and instructor noticed the MLI indicating a higher than usual power (99%-102% compared with 80-85% previously indicated in the hover earlier in the same sortie when the quantity of fuel was higher). The indication was accompanied by a mild vibration which had a slight yawing oscillation (one or two degrees left and right). The instructor took the controls and landed the helicopter, noting that the power indication at 530 RRPM (middle of the green arc) whilst on the ground was 60% which is considerably higher than usual. The instructor elected to perform an ignition check to confirm normal operation of the magneto and plasma. The plasma was selected 'OFF" and only a 20 ERPM drop was observed before switching the plasma back to "ON". The magneto was selected "OFF" and an immediate drop in ERPM occurred which subsequently resulted in the engine stopping. The instructor expedited the rest of the shut down procedures and the fuel cut off was selected "OFF". The aircraft was repositioned back to dispersal on its wheels. SMS incident number 13/14 opened whilst aircraft grounded awaiting engineers report.

OTHER (Calidus)	**BOMBARDIER ROTAX 912**	**Initial climb**	**EGBO : WOLVERHAMPTON**	**23/10/2014**	**201415426**

Precautionary landing due to propeller pitch failure on initial climb.
On take-off from runway, I was aware that normal climb attitude was not providing normal crime and that full revs were not available and I therefore pressed the variable pitch propeller control to fine the propeller pitch and despite several attempts this had no effect in increasing the revs. Instead of immediately aborting the take-off while I still had plenty of runway ahead of me, I spent too long attempting to cycle the propeller into fine pitch and it was only when beyond the perimeter of the airfield that I made the decision that a safe climb-out was not to be relied on and therefore I made a precautionary landing in a field half a mile ahead and in line with the runway. A normal short field landing was made in order to reduce the landing run and the aircraft was landed uneventfully. The airfield was immediately notified of the fact of the safe precautionary landing and the landowner was contacted. Cycling the propeller pitch control a couple of times from course to fine allowed take-off revs to be obtained and therefore following an examination of the aircraft to confirm no damage and the field to ensure safe take-off run, I was able to take-off normally and return without my passenger. The propeller is a recent fitment having 20hrs 52 mins (45 take-offs including touch and go's) at the time of the occurrence and I have reported the occurrence to the manufacturer who supplied and fitted the prop. They are investigating the problem. I am aware that the precautionary landing could easily have been avoided by a full power check prior to take-off and also by landing before running out of runway and I have altered my procedures accordingly. I have since flown to the manufacturer for engineers inspection of the aircraft and the aircraft is safe to fly on fine pitch and I will not change the setting until the problem is fully resolved. There were two components to this occurrence 1) I am aware that the precautionary landing could easily have been avoided by a full power check prior to take-off and also by landing before running out of runway. I have altered my procedures accordingly. It is now very clearly emphasised in my pre-take off checks that I cycle the prop with sufficient engine power to confirm the rpm available for take-off. 2) The failure of the prop to change pitch to fine when flying. I am working with the manufacturer to investigate and resolve the cause so as to prevent recurrence.

OTHER (MT03)	**BOMBARDIER ROTAX 912**	**Running take-off**	**EGKA (ESH): Shoreham**	**01/11/2014**	**201415442**

UK Reportable Accident: Main rotor struck tail rotor and fin before take-off. One POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.

ROBINSON R22	**LYCOMING 320 FAMILY**	**Take-off**	**EGCW : Montgomeryshire/Welshpool**	**05/06/2014**	**201414390**

Fuel cap not secured.
Capt. after checking the levels of the fuel tanks with the dip sticks left the fuel cap (as shown on CCTV) resting on top of the machine. It was then pushed out of the hangar on to the northern apron and after a final walk around Capt. plus a student started the aircraft, ran through all the ground checks and lifted to the hover. After normal hover checks the aircraft was then positioned to the A hold for runway 22 where is hovered for approx 2 mins while waiting for an aircraft on finals to land, after the landing fixed wing aircraft lined up for runway 22 but the fixed wing instead of rolling to the 04 hold decided to back track, given the calm conditions and already short delay Capt. decided to depart across the east side fields keeping clear of the runway. After a half an hour flight aircraft returned and joined the circuit for runway 22 and landed back on the northern apron. On exiting the aircraft Capt. noticed that the fuel cap was missing. He then searched the hangar, apron, alpha hold for runway 22 and his departure path as far as possible with no success of locating the cap. After reviewing the CCTV in the hangar you can clearly see Capt. leaving the fuel cap resting on top of the machine after checking the levels, also when the aircraft was being pushed out of the hangar you cannot see it fall off at all. Capt. was expecting to have to add fuel to the aircraft for the flight so when walking around to check the other tank left the cap off, after then realising he did not require fuel he never thought to go back and put the fuel cap back on as he would have normally done this after checking the individual tanks.

ROBINSON R22	**LYCOMING 360 FAMILY**	**Cruise**	**EGSS (STN): London/Stansted**	**27/10/2014**	**201415163**

Infringement of the Stansted CTA (Class D) by an R22. Outbound A319 given traffic info and avoiding action. Standard separation maintained.
Whilst working on Stansted INT I noticed a 7000 contact entering the SW'ly portion near North Weald indicating 1900 to 2000 feet altitude-unverified. At that point an A319 was airborne on a BUZAD departure off runway 22. I gave precautionary avoiding action onto 360 degrees with clear traffic information and called when clear of conflict. Separation was not lost.

ROBINSON R22	**LYCOMING 320 FAMILY**	**Landing - Other**	**West Chevington**	**30/10/2014**	**201415332**

UK Reportable Accident: During practice forced landing, skids became caught in mud and aircraft tipped over. Two POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.

ROBINSON R22	**LYCOMING 360 FAMILY**	**Cruise**	**EGHI (SOU): Southampton**	**31/10/2014**	**201415434**

Infringement of the Southampton CTR (Class D) by an R22 showing as a primary contact only. Standard separation maintained.
A primary only radar contact was observed approaching the northern CTR boundary on a southerly track. Blind transmissions were made but no response was received. The primary contact eventually entered the CTR north of Winchester and continued on a south easterly track towards Bishop's Waltham. The Lower Upham AG operator telephoned the Solent controller and stated the traffic may be SFU88 (Saints 88) inbound to Lower Upham from the Chilbolton area. Blind transmissions were made using this callsign but no response was received. The Lower Upham AG operator also tried to call SFU88 to try and assist with identifying the aircraft. The operator stated he would go outside and see if they could see the traffic. Further blind transmissions were made in respect of track and geographical position. The Southampton aerodrome ATCO & ATSA were advised of the situation and the ATSA later reported the contact as a small helicopter. A helicopter inbound to Southampton airport from the east operating VFR was provided with traffic information, but did not report visual with the unknown aircraft. An inbound from the south was initially positioning for a left hand circuit for runway 20 but due to the unknown traffic the circuit direction was changed to right and kept at FL070 for a period of time before descent was given. Departing traffic from runway 20 was delayed whilst the unknown aircraft was inside the CTR. A SSR mode A code (7000) appeared as the aircraft passed Bishop's Waltham but without mode C. After the unknown aircraft left the CTR, departures were re-instated. Southampton METAR: 15005KT CAVOK 20/12 1016. The aircraft was tracked and eventually identified with the assistance of Goodwood Information (AFISO) issuing a Southampton transponder code 3670, when the aircraft was approximately 3NM NW of Goodwood. The Goodwood AFISO advised the aircraft (R22) was on a cross-country navigational exercise and was believed to be based at Blackbushe based upon earlier PPR notification.

ROBINSON R44	**LYCOMING 540 FAMILY**	**Cruise**	**EGNH (BLK): Blackpool**	**02/09/2014**	**201412347**

Radio failure.
At 17:57, aircraft called requesting a zone transit. Clearance was given to transit VFR not above 20 ALT. When the aircraft entered CAS, the service was changed to radar control service, no reply was heard from the aircraft. The aircraft continued towards the overhead at 18A and on reaching the overhead it took up a westerly heading. This brought it into conflict with another aircraft. Repeated attempts to contact the aircraft were unsuccessful. Traffic information was passed to the second aircraft which was now on final for runway 08. AT 18:20 I called D&D to inform them of the radio fail. They could see the aircraft and agreed to monitor its progress to a private landing site. Shortly afterwards, the aircraft's squawk was observed to change to 7000.

ROBINSON R44	**LYCOMING 540 FAMILY**	**En-route**	**Oulton Park**	**25/09/2014**	**201413564**

Infringement of the Liverpool CTR (Class D) by a R44 squawking 7356 indicating 1200ft. Standard separation maintained. Pilot apologised.
7356 (Manchester ATC discreet code) squawk observed crossing the southern boundary of the Liverpool CTR approx 8n SSE of Liverpool Airport indicating 1200ft. Manchester ATC called on the direct telephone line as soon as the squawk appeared and advised that the aircraft would be turning eastbound towards the Manchester Low Level route in order to vacate the Liverpool CTR. I advised them that I had no traffic to affect the routing. Manchester ATC identified the aircraft as an R44 routeing to Blackpool who had made a navigational error. No other aircraft affected.
Supplementary 03/10/14:
Aircraft established contact south of the Low Level Route with the intention of transiting. I subsequently lost radar contact and tried blind transmissions to ascertain his position. The squawk appeared again just inside the Liverpool zone 2 nm west of Oulton Park. I managed to re-establish communication with the pilot and instructed him to route east to enter the LLR. I asked him to call the WM on landing at Blackpool. He was very apologetic
Supplementary 10/10/14:
Bad weather caused re-routing and incorrect re-programming of GPS noted as contributory factors.

ROBINSON R44	**UNKNOWN**	**Cruise**	**EGVO (ODH): Odiham**	**15/10/2014**	**201415237**

Infringement of the Odiham ATZ (Class G) by an R44 at 800ft.
A civilian R44 free called Odiham Approach for a LARS transit to Hook. Due to Odiham working primary radar only the Approach controller freecalled the aircraft to Farnborough (FBO) LARS on 125.25 to provide a better service. The R44 then free called Approach five minutes later stating it was in the ATZ at 800' QNH. The aircraft was not approved by either Odiham App or FBO App to penetrate the ATZ. The App controller rang VCR to ensure there was no aircraft in the CCT, the Supervisor rang Farnborough App to check if they were working the aircraft. FBO stated that London were last working the aircraft known to be a R44. The aircraft was instructed to remain outside of the ATZ and they changed en route to a different frequency. An R44 freecalled Odiham ICF requesting transit south of Odiham. As the routing would not have affected Odiham traffic, the ac was instructed to freecall FBO who provide a LARS service. Two minutes later, a primary contact was observed routing east to west through the Odiham ATZ 1nm south of the overhead. I called FBO to ascertain if they were working the aircraft and they informed me that the aircraft was working London Information. Whilst the landline was open, the FBO controller then advised that R44 then freecalled FBO LARS. FBO gave traffic information of the ac as being an R44 believed to be at 800 ft (FBO QNH) 1nm south west of the Odiham overhead. No clearance had been requested for an ATZ penetration. At the time of the infringement, Odiham was working primary radar only, with two ac in the RTC. There was no risk of confliction introduced by the R44.

SIKORSKY S76	**TURBOMECA, FRANCE ARRIEL**	**En-route**	**Long Eaton**	**07/10/2014**	**201415974**

Green laser attack.

SIKORSKY S76	**TURBOMECA, FRANCE ARRIEL**	**En-route**	**EGNJ (HUY): Humberside**	**17/10/2014**	**201416144**

Green laser attack.
inbound to Humberside (EGNJ) from the West Sole oil rig with 10 POB. The a/c was overhead Immingham and reported a green laser aimed directly at him which the pilot said affected his vision.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 NOVEMBER 2014 and 30 NOVEMBER 2014

OTHER

GROB G103	**OTHER (N/A)**	**Landing**	**Long Mynd**	**23/11/2014**	**201416529**

UK Reportable Accident: Aircraft ground looped on landing. One POB, no injuries reported. Aircraft significantly damaged. Subject to BGA investigation.

PZL BIELSKO SZD30	**OTHER (Not applicable)**	**En-route - Other**	**EGNT (NCL): Newcastle**	**23/10/2014**	**201414976**

UK AIRPROX 2014/208 - Glider and a B777, 10nm South of Newcastle. Glider infringed Newcastle CTA (Class D). Traffic info and avoiding action given.

PZL BIELSKO SZD51	**OTHER (N/A)**	**Post-impact**	**Benarty**	**05/11/2014**	**201415626**

UK Reportable Accident: Aircraft collided with a wall. One POB, no injuries reported. Substantial damage to aircraft. Investigation referred to BGA.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 NOVEMBER 2014 and 30 NOVEMBER 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.