

## OCCURENCE LISTING Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Jan 2013 and 31 Jan 2013

### FIXED WING AIRCRAFT

AIRBUS A330	UNKNOWN	Climb to cruising level or altitude	Wallasey	08/01/2013	201300153
Loss of separation between an A330 and a Socata TMB700. STCA and SMF activated. Traffic info and avoiding action given.					
AVIONS ROBIN DR400	LYCOMING 360 FAMILY	En-route	BUR NDB	04/01/2013	201300045
Infringement of the London CTR (Class A) by a DR400 squawking 7000. Heathrow departures suspended. Pilot reported losing spacial orientation whilst undertaking a left 180 degree turn in IMC causing an uncontrolled descending spiral.					
BEECH 19	LYCOMING 320 FAMILY	Low flying	Cambridge	21/12/2012	201215988
Green laser attacks x 5/6.					
BEECH 200	UNKNOWN	Final approach	EGCC (MAN): Manchester/Intl	16/10/2012	201212595
BE200 cleared to descend to 4000ft was observed indicating 3500ft. ATC queried level and pilot reported that the autopilot had dropped out and a/c climbed back to 4000ft. A/c subsequently cleared to descend to 3000ft.					
BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Climb into traffic pattern	EGFF (CWL): Cardiff	09/11/2012	201213748
A/c returned due to flight deck window cracked in flight. A/c levelled off and emergency checklists actioned. A/c landed safely.					

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. <b>The list contains preliminary information.</b>
Purpose:	The information is supplied for <b>flight safety purposes only.</b>
Queries & Reporting:	Contact Safety Data Department, Civil Aviation Authority, Aviation House, Gatwick Airport, W Sussex, RH6 0YR. Tel: 01293 573220, Fax: 01293 573972, <a href="mailto:sdd@caa.co.uk">sdd@caa.co.uk</a>
<b>YOUR REPORT COULD PREVENT SOMEONE ELSE'S ACCIDENT</b>	

<b>BEECH 200</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Cruise</b>	<b>En route</b>	<b>12/11/2012</b>	<b>201213810</b>
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Primary Flight Display (PFD) and central Multi Function Display (MFD) simultaneously went blank. Both screens were recovered by selecting the 'Pilots Displays' rotary dimmer switch on the overhead panel to fully dim then reselecting a useable brightness. The same symptoms recurred several times during recovery with the same remedial action working on each occasion. The co-pilot's PFD remained fully functional throughout. Inspection carried out and the contacts were cleaned. The fault could not be reproduced on the ground.

<b>BEECH 200</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Intermediate approach</b>	<b>EGNL (BWF): Barrow/Walney Island</b>	<b>14/01/2013</b>	<b>201300692</b>
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Laser attack.

<b>BEECH 200</b>	<b>UNKNOWN</b>	<b>Final approach</b>	<b>EGPF (GLA): Glasgow</b>	<b>27/01/2013</b>	<b>201300907</b>
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Green laser attack.

<b>BEECH 58</b>	<b>CONTINENTAL (TELEDYNE) USA 550 FAMILY</b>	<b>En-route</b>	<b>BABRA</b>	<b>20/10/2012</b>	<b>201212873</b>
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Infringement of Airway L10 by a BE58 squawking 1177 at FL72. Standard separation maintained. Traffic details and flight level were passed by London FIR. Pilot advised that he was VFR above cloud and was navigating using GPS and unsure of the position of L10. He was instructed to descend below L10 and continued en route VFR.

<b>BEECH 95</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>En route</b>	<b>01/12/2012</b>	<b>201214529</b>
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PAN declared due to fumes in the cockpit. Pilot requested diversion due to an acrid smell in the cockpit but decided afterwards that the a/c was fit to continue with flight to planned destination. No further incident was reported.

<b>BOLKOW BO208</b>	<b>CONTINENTAL (TELEDYNE) USA 200 FAMILY</b>	<b>Cruise</b>	<b>POL</b>	<b>21/10/2012</b>	<b>201212816</b>
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Infringement of the Manchester TMA (Class A) by a Bo208 at 4000ft squawking 7000. Standard separation maintained. Pilot changed destination enroute due to deteriorating weather. Destination further changed due to further deterioration in visibility and a/c returned to departure airfield. Pilot error acknowledged.

<b>BRITTEN NORMAN BN2</b>	<b>LYCOMING 540 FAMILY</b>	<b>Take-off run</b>	<b>EGET (LWK): LERWICK/TINGWALL</b>	<b>16/01/2013</b>	<b>201300372</b>
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Serious Incident: A/c diverged from the centreline towards side of runway at start of take-off. Runway state: ice. Power reduced and a/c departed paved surface (stopped on gravel shoulder). AAIB AARF investigation.

<b>BRITTEN NORMAN BN2A</b>	<b>LYCOMING 540 FAMILY</b>	<b>Final approach</b>	<b>EGHI (SOU): Southampton</b>	<b>24/12/2012</b>	<b>201215511</b>
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Trislander reporting visual on approach R/W20 observed to have tracked through the centreline and descended rapidly heading South West away from the airfield. A/c sent around and vectored for a successful second approach. Pilot reported having issues with the GPS during the first approach. Investigations indicate that the commander had the airfield visual, and asked to position himself for a visual approach. He became unsure of his actual position due to poor visibility, and decided to go-around. At the same time, the ATC unit noticed that the a/c was not on finals for the runway given for landing and ordered the a/c to go-around. The subsequent approach and landing was uneventful. No further CAA action at this time.

<b>BRITTEN NORMAN BN2A</b>	<b>LYCOMING 540 FAMILY</b>	<b>Taxi from runway</b>	<b>EGJA (ACI): Alderney,Channel Is.</b>	<b>29/11/2012</b>	<b>201214500</b>
<p>Brake failure while backtracking during taxi in to stand. A/c backtracking using asymmetric power and RH brake. At approx 40deg into turn, RH brake pedal went to the floor and a/c began to turn to the left. Unable to straighten nose wheel. Before passengers disembarked and baggage removed, nose oleo fully compressed. When passengers and baggage off a/c oleo popped back up.</p>					
<b>CESSNA 150</b>	<b>CONTINENTAL (TELEDYNE) USA 200 FAMILY</b>	<b>Approach</b>	<b>EGCN : DONCASTER SHEFFIELD</b>	<b>02/12/2012</b>	<b>201214551</b>
<p>Smoke reported in cockpit. MAYDAY declared.</p>					
<b>CESSNA 150</b>	<b>CONTINENTAL (TELEDYNE) USA 200 FAMILY</b>	<b>Circuit pattern - final</b>	<b>EGNE : Repton/Gamston</b>	<b>15/01/2013</b>	<b>201300348</b>
<p>MAYDAY declared due to smoke in cockpit. Electrics switched off and circuits isolated. A/c landed safely with fire services in attendance. No signs of fire.</p>					
<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Circuit pattern - final</b>	<b>EGNV (MME): TEESSIDE</b>	<b>10/11/2012</b>	<b>201213700</b>
<p>PAN declared due to rough running engine during visual circuits. A/c cleared to approach and landed safely.</p>					
<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>Andrewsfield</b>	<b>23/11/2012</b>	<b>201214341</b>
<p>Infringement of the Stansted CTR (Class D) by a C152 squawking 7000 at 2200ft. A/c identified with Mode S. Standard separation maintained.</p>					
<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>Andrewsfield</b>	<b>12/12/2012</b>	<b>201214972</b>
<p>Infringement of the Stansted CTR (Class D) by a C152 squawking 7000 at 2000ft. A/c identified using Mode S. Standard separation maintained. The investigation has revealed that the a/c climbed above the Andrewsfield LFA to 2000ft (LFA to 1500ft) before the CTR boundary. No further follow up is considered necessary on this occasion.</p>					
<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>Stansted</b>	<b>19/12/2012</b>	<b>201215269</b>
<p>Infringement of the Stansted CTA (Class D) by a C152 squawking 7000 at 3000ft. Standard separation maintained. A/c identified with Mode S. It has subsequently been revealed that the a/c, with an instructor on board, was caught out by an Easterly wind and strayed into CTR. Pilot apologised.</p>					
<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Landing</b>	<b>EGTF : Fair Oaks</b>	<b>21/12/2012</b>	<b>201215370</b>
<p>UK Reportable Accident. Nose gear collapsed on landing. One POB no injuries. Subject to AAIB AARF investigation.</p>					
<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>Humberside ATZ</b>	<b>05/01/2013</b>	<b>201300145</b>
<p>Infringement of the Humberside ATZ (Class G) by a C152 (initially unknown) squawking 7000. No Mode C. A/c then flew a reciprocal tack passing through final approach R/W20, holding area and instrument approach area. Inbound airliner given an extended approach. ATC traced the a/c on landing and spoke to the pilot. Appropriate CAA action to be taken as a result of this incident.</p>					

<b>CESSNA 152</b>	<b>UNKNOWN</b>	<b>Intermediate approach</b>	<b>EGNT (NCL): Newcastle</b>	<b>21/11/2012</b>	<b>201215828</b>
Green laser attack.					
<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Take-off</b>	<b>EGBM : Tatenhill</b>	<b>10/12/2012</b>	<b>201215865</b>
After birdstrike, large amounts of corrosion found on leading edge of LH wing forward facing spar.					
<b>CESSNA 172</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>EGBJ (GLO): Gloucestershire</b>	<b>05/12/2012</b>	<b>201214692</b>
MAYDAY declared, due to engine problems during circuit training exercise. Shortly after, pilot reported engine running satisfactorily. Subsequent conversation with instructor revealed pilot had inadvertently pulled mixture out.					
<b>CESSNA 172</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>Manchester</b>	<b>04/01/2013</b>	<b>201300134</b>
C172 cleared to cross threshold R/W23R. Correct readback. A/c subsequently advised of a departure R/W23R and to transit no further West than the threshold. A/c observed from the VCR approaching R/W05L threshold. A/c on R/W23R departure on line up and had not been issued a take-off clearance. Standard separation maintained. Traffic info given.					
<b>CESSNA 172</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>Lossiemouth</b>	<b>10/10/2012</b>	<b>201212461</b>
C172 under a Basic Service had agreed to maintain 3500ft was observed with Mode C indicating 3000ft placing it in conflict with a military a/c operating below. C172 then climbed back to 3500ft. Pilot apologised for his error.					
<b>CESSNA 310</b>	<b>UNKNOWN</b>	<b>Intermediate approach</b>	<b>EIDW (DUB): Dublin</b>	<b>26/07/2012</b>	<b>201215974</b>
Green laser attack.					
<b>CESSNA 404</b>	<b>CONTINENTAL (TELEDYNE) USA 520 FAMILY</b>	<b>En-route</b>	<b>EGNX (EMA): NOTTINGHAM EAST MIDLANDS</b>	<b>12/01/2013</b>	<b>201300682</b>
White laser/torch attack.					
<b>CESSNA 406</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Approach</b>	<b>EGTC : Cranfield</b>	<b>14/12/2012</b>	<b>201215216</b>
Nose gear failed to extend. During approach when landing gear was selected down, the green light for nose gear did not illuminate and 'Hyd Press' light remained illuminated. A/c continued to holding position and emergency checklist actioned. Light tested and worked satisfactorily. Gears recycled, this time showing three green lights, no red light and no 'Hyd Press' light. Continued to normal approach and landing. Investigation of the uplock mechanism revealed a worn roller bearing with a seized inner bush. Replaced and tested.					
<b>CESSNA 406</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Approach</b>	<b>EGNH (BLK): Blackpool</b>	<b>11/01/2013</b>	<b>201300357</b>
Go-around flown due to nose gear failure. Two green lights for the main gear were observed but no green light for the nose gear. The gear unlocked light was not illuminated. The 'Hyd Press' light remained on so the nose gear was presumed to have remained locked up. A missed approach was flown and gear raised. Gears recycled and lowered normally with three green lights observed. Emergency checklist was reviewed with no need for further action. Normal approach and landing continued. This is the third occasion this fault has occurred. AOG awaiting further investigation where nose gear will be disassembled and examined. Reporter suggests area for examination is an internal leak within the nose gear actuator.					

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<b>CESSNA 501</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>Bovingdon Stack</b>	<b>07/11/2012</b>	<b>201213545</b>
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A/c suffered decompression and descended to FL90. Flight continued to destination.

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<b>CESSNA 510</b>	<b>UNKNOWN</b>	<b>Climb to cruising level or altitude</b>	<b>EGPC (WIC): Wick</b>	<b>01/10/2012</b>	<b>201212080</b>
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C510 cleared to climb FL90 observed climbing through FL93 (SFL indicating FL90). A/c instructed to maintain FL90. A/c reached maximum FL95 before descending back to FL90. Standard separation maintained.  
Traffic info given.

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<b>CESSNA 510</b>	<b>PRATT &amp; WHITNEY (CANADA) Other</b>	<b>Climb to cruising level or altitude</b>	<b>COWLY</b>	<b>26/09/2012</b>	<b>201211851</b>
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C510 was climbed to FL110 but was observed at FL114. Further climb to was given to FL140 and the a/c was noted at FL144. Pilot reported that he had not disengaged his autopilot.  
Standard separation maintained.

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<b>CESSNA 510</b>	<b>PRATT &amp; WHITNEY (CANADA) Other</b>	<b>Take-off</b>	<b>EGHH (BOH): Bournemouth/Hurn</b>	<b>23/10/2012</b>	<b>201215926</b>
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A/c returned due to smoke and oily fumes in the flight deck after take-off.  
Both crew went on oxygen until a/c landed. On inspection after landing, an internal oil leak was found on nr1 engine which was returned to manufacturer for analysis.  
The subsequent investigation report concluded that the smoke and oily smell originated from an excess of assembly fluid used during re-assembly of the engine during a scheduled inspection in the field. Specifically, between the air seal ring and the turbine support case.

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<b>CFM SHADOW</b>	<b>BOMBARDIER ROTAX</b>	<b>Take-off</b>	<b>Clifton Farm, Cornwall</b>	<b>08/10/2012</b>	<b>201215864</b>
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UK Reportable Accident: A/c believed to have struck hedge and then crashed on take-off. One POB with serious injuries. A/c extensively damaged. Subject to AAIB AARF investigation.

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<b>CIRRUS SR20</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>Goodwood</b>	<b>11/11/2012</b>	<b>201213704</b>
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PAN declared due to full electrics failure.  
A/c squawking 7600 was given coordination to diversion airfield after managing to make contact via hand held radio. D&D assisted and a/c landed safely.

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<b>CIRRUS SR22</b>	<b>UNKNOWN</b>	<b>Normal descent</b>	<b>United Kingdom</b>	<b>06/10/2012</b>	<b>201212251</b>
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Infringement of Airway Q41 (Class A) by an SR22 at FL75 descending. Standard separation maintained.  
When challenged the pilot said that he had filed an airways flight plan and presumed that he was cleared into CAS because he had been handed over from the previous sector.

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<b>CIRRUS SR22</b>	<b>CONTINENTAL (TELEDYNE) USA 550 FAMILY</b>	<b>Cruise</b>	<b>EGSS (STN): London/Stansted</b>	<b>17/10/2012</b>	<b>201212677</b>
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Alleged infringement of the Stansted CTA (Class D) by an SR22 indicating 2000ft on Mode C. Standard separation maintained.  
A/c has a faulty transponder and is due for repair. A/c grounded in the interim.

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<b>CIRRUS SR22</b>	<b>CONTINENTAL (TELEDYNE) USA 550 FAMILY</b>	<b>Cruise</b>	<b>Doncaster</b>	<b>20/10/2012</b>	<b>201212825</b>
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Infringement of the Doncaster CTA (Class D) by a Cirrus SR22 at 3600ft. Traffic info given. Standard separation maintained.

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<b>CYCLONE AIRSPORTS PEGASUS QUIK</b>	<b>BOMBARDIER ROTAX</b>	<b>Manoeuvring</b>	<b>Inverness</b>	<b>26/12/2012</b>	<b>201215467</b>
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Loss of primary radar.

Microlight, not transponder equipped, was manoeuvring between 1400ft and 800ft. Intermittent radar primary label observed briefly when pilot was manoeuvring at 1200ft. Two PSR returns were subsequently observed in the vicinity of the Mount Eagle Mast. Position confirmed by the pilot which were concurrent with the two returns. Investigation under 201213369.

<b>DE HAVILLAND DHC8</b>	<b>PRATT &amp; WHITNEY (CANADA) PW100 FAMILY</b>	<b>Assisted, Engine(s) Start-up</b>	<b>EGJB (GCI): Guernsey, Channel Is.</b>	<b>03/10/2012</b>	<b>201212376</b>
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Cleared pushback of DHC8 off Stand 4 was halted due to a Trislander taxiing behind without stopping.

<b>DIAMOND DA42</b>	<b>THIELERT Centurion 1.7 (TAE 125)</b>	<b>Final approach</b>	<b>EGNV (MME): TEESSIDE</b>	<b>08/11/2012</b>	<b>201213625</b>
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PAN declared due to unsafe landing gear indication.

Flypast inspection carried out and gear appeared to be down. Pilot elected to wait for daylight before landing. A/c landed safely with emergency services in attendance.

<b>DIAMOND DA42</b>	<b>THIELERT Centurion 1.7 (TAE 125)</b>	<b>Landing roll - on runway</b>	<b>EGHH (BOH): Bournemouth/Hurn</b>	<b>09/11/2012</b>	<b>201213775</b>
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Progressive RH brake failure.

On landing roll, the RH brake felt spongy. After a number of applications, the back pressure seemed to reinstate before failing completely. A/c brought to a stop on the taxiway using LH brake. Tech Log entry made and engineers informed. Engineers report states that upon investigation, the RH brake calliper piston 'O' ring was not seated correctly and has been replaced. Additionally, it is noted that several repairs have been carried out on this part during the past eight months. It is possible that the 'O' rings alone have failed however, there is a possibility that the piston(s) or cylinder may have a fault that is contributing to these failures. Therefore a fleet instruction notice has been issued with instruction to pay particular attention to this area during the Check A/pre-flight inspections.

<b>DIAMOND DA42</b>	<b>OTHER (AUSTR0 E4 (AE300))</b>	<b>Cruise</b>	<b>LIRU : Roma/Urbe</b>	<b>22/11/2012</b>	<b>201214850</b>
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A/c diverted following 'RH engine control unit (ECU) B failure'.

Engineers investigation found a 'Cam 2 fail' in the FADEC data. Connector and sensor pins cleaned and switches reset.

<b>DIAMOND DA42</b>	<b>OTHER (AUSTR0 E4 (AE300))</b>	<b>Take-off run</b>	<b>EGSG : Stapleford</b>	<b>01/12/2012</b>	<b>201214534</b>
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Birdstrike to nr2 engine on take-off.

Take-off continued. Crack subsequently found in RH engine propeller spinner after landing.

<b>DIAMOND HK36</b>	<b>BOMBARDIER ROTAX</b>	<b>Unknown</b>	<b>Oxford Kidlington</b>	<b>27/12/2012</b>	<b>201215515</b>
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Infringement of the Oxford ATZ (Class G) by Super Dimona HK36 at 1800ft squawking 7000. Standard separation maintained.

Investigation under 201209618.

<b>ECLIPSE AVIATION 500</b>	<b>UNKNOWN</b>	<b>Intermediate approach</b>	<b>EGHI (SOU): Southampton</b>	<b>30/11/2012</b>	<b>201215928</b>
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Green laser attack.

<b>ECLIPSE AVIATION 500</b>	<b>UNKNOWN</b>	<b>Intermediate approach</b>	<b>EGLF (FAB): Farnborough civil</b>	<b>10/12/2012</b>	<b>201215932</b>
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Green laser attack.

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<b>ECLIPSE AVIATION 500</b>	<b>UNKNOWN</b>	<b>Intermediate approach</b>	<b>EIDW (DUB): Dublin</b>	<b>13/01/2013</b>	<b>201300689</b>
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Green laser attack.

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<b>EMBRAER EMB135</b>	<b>ALLISON USA GMA 3007</b>	<b>Approach</b>	<b>Farnborough</b>	<b>21/12/2012</b>	<b>201215377</b>
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Loss of separation between an EMB135 descending to 4000ft and a PA46 from Fairoaks given climb to 5000ft. Traffic info and avoiding action given. STCA activated

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<b>EVEKTOR AEROTECHNIK EV97</b>	<b>BOMBARDIER ROTAX</b>	<b>Climb to cruising level or altitude</b>	<b>EGBJ (GLO): Gloucestershire</b>	<b>14/11/2012</b>	<b>201213860</b>
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MAYDAY declared due to low oil pressure.

Pilot advised ATC after landing that it was the fuel pressure that had vanished during climb out and began rising on short final.

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<b>GROB G115</b>	<b>UNKNOWN</b>	<b>Approach</b>	<b>EGXE : Leeming</b>	<b>12/10/2012</b>	<b>201212431</b>
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Intentions of Grob Tutor joining the circuit unknown to ATC due to inaudible radio.

The issue only occurs 386.57. A readability of 5 is obtained on other frequencies. It is believed that the radio had previously been retuned following previous reports of audibility on 386.57.

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<b>GROB G115</b>	<b>LYCOMING 360 FAMILY</b>	<b>Standing</b>	<b>EGDM : Boscombe down</b>	<b>08/11/2012</b>	<b>201213690</b>
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When fastening lap belt the RH strap did not easily insert into the quick release buckle (QRB). The LH strap released immediately but the RH remained jammed.

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<b>GROB G115</b>	<b>LYCOMING 320 FAMILY</b>	<b>Climb into traffic pattern</b>	<b>EGPN (DND): Dundee (Riverside Park)</b>	<b>11/11/2012</b>	<b>201213714</b>
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A/c returned due to rough running engine.

A/c landed safely with emergency services in attendance.

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<b>GROB G115</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>EGPN (DND): Dundee (Riverside Park)</b>	<b>01/12/2012</b>	<b>201214522</b>
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A/c requested visual inspection from ATC Tower due to concern regarding sound of impact when selecting flaps down.

When flaps selected down something impacted the wings/flaps. Flypast for inspection requested to ensure that nothing had fallen from the undercarriage. Everything appeared to be in order and a/c made normal landing.

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<b>GROB G115</b>	<b>LYCOMING 235 FAMILY</b>	<b>Approach</b>	<b>EGBE (CVT): Coventry</b>	<b>02/11/2012</b>	<b>201215717</b>
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Green laser attack.

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<b>GROB G115</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route: Other</b>	<b>EGYD : Cranwell</b>	<b>09/01/2013</b>	<b>201300166</b>
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UK Reportable Accident: A/c made a forced landing in a field following propeller failure and severe vibration. Two POB, no injuries. A/c substantially damaged. Subject to AAIB Field investigation.

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<b>HAWKER (Hawker Hurricane)</b>	<b>ROLLS-ROYCE V1650 (MERLIN)</b>	<b>Other</b>	<b>Thruxton</b>	<b>17/12/2012</b>	<b>201215755</b>
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Suspect bolts received in stores. Failed lab testing and returned to supplier.  
Supplier reported to have stated that they will withdraw all remaining stock from this batch and inform all other recipients.

<b>LET L410</b>	<b>UNKNOWN</b>	<b>Taxi from runway</b>	<b>EGNS (IOM): Isle Of Man/Ronaldsway</b>	<b>18/12/2012</b>	<b>201215225</b>
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Landed L410 instructed to vacate R/W08 via K and A to hold A3 was observed to cross A3 and promptly stop.  
PA28 downwind right for R/W03 had reported final and cleared to land. Visual acquisition of PA28 was hampered by glare from the sun on the sea, but observed to be in the flare. PA28 was allowed to land as the L410 was stationary and believed to be outside the clear and graded area.

<b>LUSCOMBE 8</b>	<b>CONTINENTAL (TELEDYNE) USA C 75/85 SERIES</b>	<b>Cruise</b>	<b>Rochester 4S</b>	<b>04/10/2012</b>	<b>201212122</b>
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Infringement of the LTMA (Class A) by a Luscombe 8E at 2800ft.  
Pilot given a QNH of 1010mb before departure but failed to set QNH on the altimeter, which was still set to 993mb (QFE) leading the pilot to believing he was operating at a height of 2300ft. Pilot realised his error and descended below the base of CAS (2500ft). Pilot error acknowledged and lessons appear to have been learnt.

<b>NANCHANG CJ6</b>	<b>OTHER</b>	<b>Circuit pattern - final</b>	<b>EGLM : White Waltham</b>	<b>12/01/2013</b>	<b>201300407</b>
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UK AIRPROX 2013/002 - PA28 and a Nanchang on final approach to White Waltham airfield.  
See also 201300485

<b>NANCHANG CJ6</b>	<b>OTHER</b>	<b>Circuit pattern - final</b>	<b>EGLM : White Waltham</b>	<b>12/01/2013</b>	<b>201300485</b>
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UK AIRPROX 2013/003 - Nanchang and a PA18 at 240ft final approach R/W11. Nanchang allegedly flew underneath the PA18.  
See 201300407.

<b>NORTH AMERICAN HARVARD</b>	<b>PRATT &amp; WHITNEY (USA) R 1340</b>	<b>Scheduled maintenance</b>	<b>Duxford</b>	<b>10/01/2013</b>	<b>201300224</b>
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Extensive corrosion to centre section lower main spar boom discovered during annual inspection.  
Stressed centre section lower panels and fuel tanks removed allowing inspection of the internal structure of the centre section. Exfoliation corrosion discovered which was 80% of the way through the boom. Externally there was evidence of grinding on the boom which extended through 20% of the material. Exfoliation also discovered on the upper boom but not to the same extent of the lower.

<b>NORTH AMERICAN HARVARD</b>	<b>PRATT &amp; WHITNEY (USA) R 1340</b>	<b>Scheduled maintenance</b>	<b>Duxford</b>	<b>10/01/2013</b>	<b>201300243</b>
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Incorrect routing of wing centre section RH forward aileron control cable.  
Cables had been correctly routed from the cockpit over two sets of pulleys out to the wing bell crank. However, instead of being guided around the fairlead they were run over the fairlead which caused the cables to be 1in further forward than they should be. When tensioned, they rubbed against the three centre section ribs and had been progressively sawing into them. Inspection found the cables had cut into the ribs by approx 3/16inch. Cable removed and inspected for damage. Rib damage to be blended in accordance with a/c Repair Manual.

<b>OTHER (SKYRANGER J2.0(1))</b>	<b>JABIRU 2200</b>	<b>Landing roll - on runway</b>	<b>North Moor Aero Club</b>	<b>06/01/2013</b>	<b>201300189</b>
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UK Reportable Accident: A/c skidded off wet runway and collided with a hedge. Two POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.

<b>PILATUS PC12</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>EGXY: Syerston</b>	<b>16/10/2012</b>	<b>201212610</b>
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Infringement of the Syerston ATZ Gliding Site (Class G) by a PC12 at 1700ft AGL. No radio communication had been heard from the a/c. No other a/c were airborne at the time.

<b>PIPER L18</b>	<b>CONTINENTAL (TELEDYNE) USA C 90 SERIES</b>	<b>Climb to cruising level or altitude</b>	<b>EGPE (INV): Inverness</b>	<b>05/01/2013</b>	<b>201300055</b>
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Loss of primary and secondary radar.  
PA18 departed R/W23 and was not visible on radar until 3nm North West of Inverness, 4mins later. A/c had climbed to 1000ft. Investigations continue under 201300047.

<b>PIPER PA18</b>	<b>CONTINENTAL (TELEDYNE) USA C 90 SERIES</b>	<b>Climb to cruising level or altitude</b>	<b>EGPE (INV): Inverness</b>	<b>26/12/2012</b>	<b>201215464</b>
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Loss of primary and secondary radar data. Investigation under 201213369.  
PA18 in receipt of a Basic Service departed R/W23. Pilot confirmed passing 1400ft. No PSR or SSR information was observed until a/c was 2nm North of Inverness and passing 2000ft.

<b>PIPER PA18</b>	<b>CONTINENTAL (TELEDYNE) USA C 75/85 SERIES</b>	<b>Unknown</b>	<b>Inverness</b>	<b>27/12/2012</b>	<b>201215512</b>
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PA18 on frequency could not be observed on radar. DF unserviceable therefore it was not possible to ascertain the position of the a/c, which also had a radio problem. FIR advised. When all comms were lost it was established that the a/c had switched to the FIR frequency. Investigation under 201213369.

<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>Balfron</b>	<b>07/10/2012</b>	<b>201212245</b>
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Infringement of the Glasgow CTR (Class D) by a PA28 squawking 2607 at 2500ft. Standard separation maintained.  
FIR controller was contacted to ascertain the identity of this traffic and asked for it to be transferred to Glasgow Radar. After calling 119.1 a/c was issued with a Glasgow squawk to confirm its identity. Pilot was informed of his infringement.

<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Take-off run</b>	<b>EGXW (WTN): Waddington</b>	<b>21/10/2012</b>	<b>201212988</b>
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PA28 on line up R/W20 from Taxiway F advised of light surface wind and could use R/W02. Pilot elected to depart R/W02 and turned the a/c around, however, the a/c took off without receiving a clearance to do so.  
Controller observed a/c commencing take-off roll and assessed that the safest course of action was to allow the a/c to continue.

<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route: Other</b>	<b>EGTG (FZO): Bristol/Filton</b>	<b>07/11/2012</b>	<b>201213577</b>
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A/c diverted following radio and electrical failure.  
A/c seen squawking 7600 and call received from D&D with a frequency for the a/c and confirmation of multiple electrical failures. Full emergency initiated at diversion airfield and the a/c landed safely with clearance given via Aldis lamp.

<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>Birmingham</b>	<b>08/11/2012</b>	<b>201213682</b>
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Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 indicating 1800ft. Inbound DHC8 was given a turn back to the right to avoid the intruder.  
Separation lost. ATC training in progress.  
It has subsequently been revealed that the a/c was piloted by a solo student undertaking a cross country exercise. Student had selected heading 036M instead of 056M. Further training on navigation will be undertaken with an instructor.

<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Scheduled maintenance</b>	<b>EGPN (DND): Dundee (Riverside Park)</b>	<b>23/11/2012</b>	<b>201214317</b>
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Scheduled maintenance overfly.  
4.00hrs remaining on the Tech Log was misinterpreted by one of the pilots as 40.00hrs remaining. This figure was carried forward to the subsequent pages thereby adding 36hrs to the time remaining to the next maintenance. The error was discovered 28hrs and 25mins after the correct interval. Procedures, including cross-checking of Tech Log information, have been introduced.

<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Circuit pattern - base leg</b>	<b>EGPG : Cumbernauld</b>	<b>09/01/2013</b>	<b>201300222</b>
A/c observed crossing runway from Southeast to Northwest approx 300ft over runway. The a/c then took a tight right turn into finals, landed fast and with no flaps. The standard overhead join for circuit is a height of 1000ft.					
<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Initial climb</b>	<b>EGBE (CVT): Coventry</b>	<b>14/11/2012</b>	<b>201215800</b>
Green laser attack.					
<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Initial climb</b>	<b>EGBJ (GLO): Gloucestershire</b>	<b>05/12/2012</b>	<b>201215914</b>
Green laser attack.					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>EHGEHAA : North Sea Area V (FIR-P)</b>	<b>12/08/2012</b>	<b>201216025</b>
Infringement of North Sea Amsterdam Area by a PA28 squawking 7000 at 3200ft. Standard separation maintained.					
<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>Stapleford</b>	<b>06/10/2012</b>	<b>201212228</b>
Two infringements of the Stansted CTA (Class D) by a PA28. Traffic info given. Standard separation maintained. Extended vectors given to a Stansted inbound to avoid the infringer. Appropriate ATC follow up action taken.					
<b>PIPER PA28RT</b>	<b>LYCOMING 360 FAMILY</b>	<b>Circuit pattern - base leg</b>	<b>EGBJ (GLO): Gloucestershire</b>	<b>25/11/2012</b>	<b>201214294</b>
Unsafe landing gear indication. Full emergency initiated at airfield. Fault rectified and a/c landed safely with emergency services in attendance.					
<b>PIPER PA31</b>	<b>LYCOMING 540 FAMILY</b>	<b>En-route</b>	<b>WAL VOR</b>	<b>18/11/2012</b>	<b>201214642</b>
During flight at FL100 all avionics shut off and avionics master 1 circuit breaker popped. Went to emergency bus and avionics restored. ATC advised a/c that they had disappeared from SSR radar. A/c responded confirming avionics failure. A/c continued to destination where the circuit breaker was reset.					
<b>PIPER PA31</b>	<b>LYCOMING 540 FAMILY</b>	<b>Initial climb</b>	<b>EGNX (EMA): NOTTINGHAM EAST MIDLANDS</b>	<b>26/11/2012</b>	<b>201214644</b>
Landing gear failed to retract. A/c returned. A/c landed safely. Investigation confirmed an internal failure of the C/Bs 'hold in' mechanism. There was evidence of water ingress/condensation behind the C/B panel. This was traced to water leakage from around the small DV panel in the LH flight deck window, directly above the C/B panel. Parts replaced and window seal repaired. Fleet check arranged to check the serviceability of all DV window seals.					
<b>PIPER PA32</b>	<b>LYCOMING 540 FAMILY</b>	<b>Taxi to runway</b>	<b>EGJJ (JER): Jersey, Channel Is.</b>	<b>05/01/2013</b>	<b>201300103</b>
During LVPs departing PA32 instructed to taxi to holding point A1 travelled to holding point G by mistake crossing a lit stop bar. Pilot was informed that he had crossed a lit stop bar, but replied that he had not seen one and was instructed to hold position, as the further stop bar could not be de-selected without changing light settings. Pilot confirmed he was able to turn around and was told to make a 180deg and taxi to A1. Pilot reported that he could not see the stop bar and was informed that it was a one way stop bar and that he should look back as he taxied to A1. Pilot subsequently confirmed that he was visual with the stop bar.					

<b>PIPER PA34</b>	<b>CONTINENTAL (TELEDYNE) USA 346 FAMILY</b>	<b>Final approach</b>	<b>EGBE (CVT): Coventry</b>	<b>21/12/2012</b>	<b>201215372</b>
<p>A/c made contact with trees during approach. No damage caused.  Student conducting a training flight. A/c was positioned high during initial stages of a flapless approach. A correction was made which placed the a/c below the correct approach path, with the IAS falling. Instructor asked the student to go-around but he was slow to respond. During rotation the lower surface of the a/c passed through the top of high bushes. A/c recovered and no damage caused. The reporter suggests that the major contributory factor of this incident was sun glare on a damp runway making the approach assessment difficult. The student and instructor were debriefed regarding optical illusions to be expected and the need to maintain a normal 3deg glide path.</p>					
<b>PIPER PA34</b>	<b>CONTINENTAL (TELEDYNE) USA 360 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>EGGD (BRS): Bristol/Lulsgate</b>	<b>15/01/2013</b>	<b>201300349</b>
<p>Loss of separation between a PA34 on a missed approach and an inbound ATR72.  PA34 executing a missed approach instructed to climb to 3000ft on a 340deg heading. PA34 observed levelling at 4000ft. Pilot requested confirmation of cleared level. Confirmation given as 3000ft and pilot reported descending. PA34 on a training flight.</p>					
<b>PIPER PA34</b>	<b>CONTINENTAL (TELEDYNE) USA 346 FAMILY</b>	<b>Cruise</b>	<b>EGTK (OXF): Oxford/Kidlington</b>	<b>04/12/2012</b>	<b>201215913</b>
<p>Green laser attack.</p>					
<b>PIPER PA38</b>	<b>LYCOMING 235 FAMILY</b>	<b>Taxi to runway</b>	<b>EGNC (CAX): Carlisle</b>	<b>10/12/2012</b>	<b>201215154</b>
<p>PA38 cleared to holding point C for R/W25 departure observed taxiing past the holding point towards R/W25. A/c permitted to continue onto the runway, backtrack and line up.  Student pilot on solo circuit detail debriefed by the instructor.</p>					
<b>PIPER PA38</b>	<b>LYCOMING 235 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>EGPE (INV): Inverness</b>	<b>03/01/2013</b>	<b>201300047</b>
<p>Loss of primary and secondary radar data.  PA38 departed R/W23 towards Black Isle. A PSR was observed briefly on departure, but no SSR. Pilot confirmed position and level, and a PSR believed to be the PA38 appeared 2mins later. SSR 6177 was seen a few moments later when the pilot reported passing 2000ft. Investigation under 201213369. See also 201300055.</p>					
<b>PIPER PA38</b>	<b>LYCOMING 235 FAMILY</b>	<b>Standing : Engine(s) Start-up</b>	<b>EGGP (LPL): Liverpool</b>	<b>12/01/2013</b>	<b>201300648</b>
<p>Engine fire on start-up. Damage appeared to be limited to engine bay. Subject to AAIB AARF investigation.</p>					
<b>PIPER PA38</b>	<b>LYCOMING 235 FAMILY</b>	<b>Taxiing to/from runway</b>	<b>EGNR : Hawarden</b>	<b>12/09/2012</b>	<b>201211017</b>
<p>Sweeper vehicle instructed to sweep up to holding point D crossed holding point towards the runway. Vehicle immediately instructed to return behind the holding point and MASU informed.  At the time a PA38 had been cleared for take-off from R/W22 and departed with no issues.</p>					
<b>RAYTHEON 390</b>	<b>UNKNOWN</b>	<b>Climb to cruising level or altitude</b>	<b>EGLF (FAB): Farnborough civil</b>	<b>19/10/2012</b>	<b>201212803</b>
<p>Raytheon 390 cleared climb 3400ft was observed at 3800ft. ATC requested confirmation that cleared level was 3400ft. Standard separation maintained.  Flight was then noticed at 4200ft, cleared to 5000ft and given clearance to join controlled airspace.</p>					
<b>RAYTHEON 390</b>	<b>WILLIAMS FJ44</b>	<b>Standing</b>	<b>EGNR : Hawarden</b>	<b>26/10/2012</b>	<b>201213478</b>
<p>Elevator control making contact with secondary stop.  During check of flight controls a metallic clunking sound was noticed once the control yoke was released at the full forward position. After investigation it was found that the elevator control was contacting the secondary stop. AOG awaiting repair.</p>					

<b>ROCKWELL 112</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>Southampton</b>	<b>04/01/2013</b>	<b>201300058</b>
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Infringement of the Southampton CTR (Class D) by a Rockwell 112 at 700ft. Blind calls made with no response. Standard separation maintained.

<b>RUTAN LONGEZ</b>	<b>LYCOMING 235 FAMILY</b>	<b>Landing roll - on runway</b>	<b>EGSU : Duxford</b>	<b>13/10/2012</b>	<b>201212653</b>
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Rutan Longez landed on the wrong runway.  
A/c had been requested to remain outside ATZ and traffic info given on a Bell 206 inbound from the East. Longez reported downwind LH R/W24. Traffic info passed to the Bell 206 who reported 3nm final and not visual with the Longez. Longez subsequently reported finals with no contact of the Bell 206. ATC requested a position report from the Longez pilot, who stated he was over the threshold. The Longez was in fact on finals for R/W06 with the Bell 206 on finals for R/W24 grass. The Longez landed and rolled to the end of the runway and was instructed to hold position at the far end of R/W06 in the hatched area due to departing traffic R/W24 joining via the taxiway. The pilot has been de-briefed by the Airfield Safety Manager with the airfield taking comprehensive remedial action as a result of this incident.

<b>SAAB 340</b>	<b>UNKNOWN</b>	<b>Taxi to runway</b>	<b>EGNS (IOM): Isle Of Man/Ronaldsway</b>	<b>20/10/2012</b>	<b>201212872</b>
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SF340 cleared to taxi from the apron to holding point A1 travelled past clearance level and was instructed to hold position.  
At the time a C206 was on very short final for R/W26R. After stopping the SF340 the a/c was allowed to continue its approach/landing.

<b>SCHEIBE SF25</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Cruise</b>	<b>Parham Gliding Site</b>	<b>29/11/2012</b>	<b>201216026</b>
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UK AIRPROX 2012/174 - SF25 and a DA42, 1nm West of Parham Gliding site.

<b>SOCATA TBM700</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Change of cruise level</b>	<b>CUMBO</b>	<b>12/10/2012</b>	<b>201212471</b>
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TBM700 cleared to FL250 was observed at FL258. A/c reached FL260 before descending to FL250. Pilot acknowledged error and explained that it was due to the autopilot.

<b>SOCATA TBM700</b>	<b>UNKNOWN</b>	<b>Landing roll - on runway</b>	<b>EGPF (GLA): Glasgow</b>	<b>28/01/2013</b>	<b>201300816</b>
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TBM700 landed R/W23 without acknowledging clearance or making RT contact with Tower on 118.8.  
Attempts had been made to gain two-way comms and a/c was cleared to land over the RT and by ALDIS lamp. A/c contacted Tower after coming to a stop on Taxiway D whilst still inside the clear and graded area. A/c instructed to taxi clear of runway and contact ground frequency.

<b>SUPERMARINE SPITFIRE</b>	<b>ROLLS-ROYCE GRIFFON</b>	<b>Landing roll - on runway</b>	<b>EGNX (EMA): NOTTINGHAM EAST MIDLANDS</b>	<b>07/01/2013</b>	<b>201300110</b>
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UK Reportable Accident: Undercarriage collapsed after landing. One POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.

<b>TAYLOR (Bakewell JF - Taylor monoplane)</b>	<b>VOLKSWAGEN (1700)</b>	<b>En-route: Other</b>	<b>Near Brieghton Airfield</b>	<b>12/01/2013</b>	<b>201300331</b>
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UK Reportable Accident: A/c suffered engine failure and made a forced landing in a field. One POB with minor injuries. A/c substantially damaged. Subject to AAIB AARF investigation.

<b>TECNAM P2002</b>	<b>BOMBARDIER ROTAX</b>	<b>Take-off run</b>	<b>EGBW : Wellesbourne mountford</b>	<b>27/12/2012</b>	<b>201215544</b>
<p>A/c departed runway during take-off striking one PAPI unit. A/c and PAPI unit sustained damage.  A/c veered to the left in a high nose up attitude onto the grass to the left of the runway striking one of the PAPI units. A/c continued along the grass for approx 200m before coming to a stop. Fire services attended. A/c began to increase speed normally, the check pilot noticed that full throttle had not been set and requested that handling pilot should open throttle fully. As the handling pilot leaned forward to increase power, inadvertently pulled back on the stick causing the a/c to lift into flight approx 15kts early. Crosswind turned a/c, and a/c was slow, high altitude and was near to stalling. Check pilot assumed control aborting the flight.</p>					
<b>OTHER (Aeroprakt A22-L Foxbat)</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Level off- touchdown</b>	<b>Bog Head Lesmahagow, Lanark</b>	<b>11/01/2013</b>	<b>201300545</b>
<p>UK Reportable Accident. A/c dropped unexpectedly and landed on upward slope approx 20m short of runway. One POB no injuries. Subject to AAIB AARF investigation.</p>					
<b>VANS RV6</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>Moronvilliers</b>	<b>08/04/2010</b>	<b>201014562</b>
<p>Infringement of French prohibited area Moronvilliers (LFP30) by a Vans RV6 at FL015.  The owner of the a/c was contacted by the CAA but the pilot involved could not be contacted.</p>					
<b>VANS RV6</b>	<b>UNKNOWN</b>	<b>Normal descent</b>	<b>EGSX : North Weald</b>	<b>28/09/2012</b>	<b>201211875</b>
<p>Infringement of the Stansted CTR/CTA (Class D) by a Vans RV-6A. Standard separation maintained. Traffic info and avoiding action given.  A check all was imposed at Stansted and a missed approach also resulted from this incident.</p>					

# OCCURENCE LISTING

## Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Jan 2013 and 31 Dec 2013

### ROTARY WING AIRCRAFT

<b>AEROSPATIALE AS350</b>	<b>UNKNOWN</b>	<b>Standing</b>	<b>EGOS : Shawbury</b>	<b>05/11/2012</b>	<b>201213568</b>
<p>CVR bracket missing a screw and a washer. Found loose in the cockpit during pre-start checks. Two similar screws were loose and protruding from the same bracket. Engineering assistance requested.</p>					
<b>AEROSPATIALE AS350</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Hovering/transitio n from hover to forward flight</b>	<b>Gatwick</b>	<b>07/10/2012</b>	<b>201212287</b>
<p>Prolonged Loss of Comms (PLOC). Approx 2mins. The investigation has revealed that the AS350 experienced a technical fault with its on board radio equipment and the pilot lost radio with Gatwick ATC for several minutes after receiving clearance to leave the zone to the North. Helicopter continued on the clearance previously issued by AIR and radio contact was re-established when the helicopter had just left the Gatwick CTA. There was no impact on other traffic.</p>					
<b>AEROSPATIALE AS350</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Scheduled maintenance</b>	<b>Middle Wallop</b>	<b>09/01/2013</b>	<b>201300192</b>
<p>Grass and mud deposited on skid tubes indicating an engine off landing had taken place. Further investigation revealed extensive creasing/buckling of tail boom at the transport joint. The creasing/buckling is localised on the lower section of the boom at the transport joint extending aft approx 150mm and circumferentially approx 150deg. All damage is in the lower half of the boom and does not (after early investigation) show signs of further damage to the main airframe structure. There is evidence of slight ground contact by the stinger. A/c awaits heavy landing checks to be carried out.</p>					
<b>AEROSPATIALE AS355</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Cruise</b>	<b>Isle of Dogs</b>	<b>26/10/2012</b>	<b>201213680</b>
<p>LH engine chip light illuminated during cruise. Engine left in the idle gate for the sector and brought back to flight for the approach. A/c landed without incident. Engine oil system inspected and debris on chip detectors found to be within limits. Engine returned to service.</p>					
<b>AEROSPATIALE AS355</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Standing : Engine(s) Start-up</b>	<b>Wolverhampton</b>	<b>21/11/2012</b>	<b>201214167</b>
<p>LH fire warning illuminated on nr1 engine start. Engine shut down, no evidence of fire. Engineering inspection found no fault.</p>					
<b>AEROSPATIALE AS355</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Hovering</b>	<b>Godstone</b>	<b>02/11/2012</b>	<b>201215754</b>
<p>Multiple (two or three) green laser attacks.</p>					
<b>AEROSPATIALE AS355</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Other</b>	<b>EGTK (OXF): Oxford/Kidlington</b>	<b>07/01/2013</b>	<b>201300181</b>
<p>RH engine LP pump/alternator drive shaft missing. Unknown cause. No interventions to either LP pumps/alternator since engine had been fitted 107hrs previous.</p>					

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<b>AEROSPATIALE AS355</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>Overhead Elstree</b>	<b>12/01/2013</b>	<b>201300684</b>
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Green laser attack.

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<b>AEROSPATIALE AS365</b>	<b>TURBOMECA, FRANCE</b>	<b>Final approach</b>	<b>EGNM (LBA): LEEDS BRADFORD</b>	<b>01/11/2012</b>	<b>201215678</b>
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Green laser attack.

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<b>AEROSPATIALE SA341</b>	<b>TURBOMECA, FRANCE ASTAZOU TURBOSHAFT</b>	<b>Cruise</b>	<b>EGGW (LTN): London/Luton</b>	<b>20/10/2012</b>	<b>201212805</b>
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Infringement of the Luton CTR (Class D) by a Gazelle at 1000ft resulting in a loss of separation against an inbound CL600.  
Avoiding action not given due a/c on diverging tracks. Pilot subsequently stated he took an unplanned change to his routeing due to weather but believed he had remained outside CAS.

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<b>AEROSPATIALE SA365</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>En-route</b>	<b>James Cook Hospital</b>	<b>10/11/2012</b>	<b>201215775</b>
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Green laser attack.

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<b>AEROSPATIALE SA365</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Cruise</b>	<b>S E Wakefield</b>	<b>14/11/2012</b>	<b>201215795</b>
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Laser attack.

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<b>AEROSPATIALE SA365</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Intermediate approach</b>	<b>EGNM (LBA): LEEDS BRADFORD</b>	<b>14/11/2012</b>	<b>201215799</b>
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Green laser attack.

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<b>AGUSTA A109</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>EGNX (EMA): NOTTINGHAM EAST MIDLANDS</b>	<b>19/01/2013</b>	<b>201300519</b>
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PAN declared due to loss of forward visibility due to front windscreen icing. A/c landed safely. Local standby called.

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<b>AGUSTA A109</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Cruise</b>	<b>SE Worksop</b>	<b>11/11/2012</b>	<b>201215719</b>
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Green laser attack.

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<b>AGUSTA A109</b>	<b>PRATT &amp; WHITNEY (CANADA) PW200 FAMILY</b>	<b>En-route : Other</b>	<b>Vauxhall</b>	<b>16/01/2013</b>	<b>201300351</b>
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UK Reportable Accident: A/c diverting into London Heliport collided with a crane and impacted the ground. One POB with fatal injuries. A/c destroyed. Other damage on the ground and one fatal injury. AAIB Field investigation.

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<b>BELL 206</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Change of cruise level</b>	<b>Edinburgh</b>	<b>06/10/2012</b>	<b>201212278</b>
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Bell 206 climbed above cleared block altitude of 2000ft. A/c was observed indicating 2300ft. Pilot was asked to report his level and replied he was too high and was descending. With no other traffic pilot was re-cleared to not above 3000ft, which was read back correctly.

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<b>BELL 412</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Low flying</b>	<b>LCRA (AKT): Akrotiri (Raf)</b>	<b>27/11/2012</b>	<b>201215877</b>
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Green laser attack.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Climb to cruising level or altitude</b>	<b>Milton Keynes</b>	<b>09/11/2012</b>	<b>201213728</b>
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Major discrepancy between standby compass and directional gyro. Calibration checks carried out and notable discrepancies evident on various headings. Engineering informed. When systems checked, no faults were found. Re-calibration carried out and a/c returned to service.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Approach</b>	<b>EGUB (BEX): Benson</b>	<b>09/11/2012</b>	<b>201213729</b>
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Upper functions of autopilot failed. Amber ALT caption on the pilot flying display received followed by ALT hold and the glide slope armed on the automatic performance and management system disengaged. Two attempts to re-engage were unsuccessful. Co-pilot side was set to 1020mb and the receiver control unit was set to R. Co-pilot side reset to 1002mb and attempt to engage the upper modes once more were unsuccessful. The co-pilot altimeter read 150ft less than on pilot side. Amber caution cleared after the air data computer setting changed to ADC 2. Nr1 Air Data Computer replaced and autopilot flight test carried out.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Initial climb</b>	<b>EGEG : GLASGOW CITY HELIPORT</b>	<b>24/11/2012</b>	<b>201214366</b>
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Following lift off the 'XMSN CHIP' warning illuminated. Checklists actioned, a/c returned. Main transmission MCD and oil filter examined, debris found on both. Debris and oil sample sent for analysis.

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<b>EUROCOPTER EC135</b>	<b>UNKNOWN</b>	<b>Intermediate approach</b>	<b>EGPD (ABZ): Aberdeen/Dyce</b>	<b>20/12/2012</b>	<b>201215318</b>
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UK AIRPROX 2012/173 - EC135 and an AS332. Traffic info and avoiding action given.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Cruise</b>	<b>Eaglescott</b>	<b>26/12/2012</b>	<b>201215634</b>
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Yellow fuel master caption on CAD in flight. Nr2 supply tank contents display was 30kg and falling. Nr1 supply tank was 47kg and main tank quantity was 280kg. FRC consulted and a/c returned. During rtb nr2 supply fluctuated between 28 and 35kg causing further illuminations. Sensor unit replaced.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Cruise</b>	<b>Glasgow</b>	<b>31/10/2012</b>	<b>201215681</b>
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Green laser attack.

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<b>EUROCOPTER EC135</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>Belfast</b>	<b>04/11/2012</b>	<b>201215689</b>
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Laser attack.

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<b>EUROCOPTER EC135</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>Liverpool</b>	<b>05/11/2012</b>	<b>201215711</b>
Green laser attack.					
<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Hovering</b>	<b>Cwmbran</b>	<b>06/11/2012</b>	<b>201215753</b>
Green laser attack.					
<b>EUROCOPTER EC135</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>Blackpool Nr Gas Holders</b>	<b>11/11/2012</b>	<b>201215765</b>
Green laser attack x 2.					
<b>EUROCOPTER EC135</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>Belfast</b>	<b>11/11/2012</b>	<b>201215767</b>
Green laser attack.					
<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Hovering</b>	<b>Thurrock</b>	<b>13/11/2012</b>	<b>201215786</b>
Green laser attack (x 2)					
<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Hovering</b>	<b>Chelmsford</b>	<b>13/11/2012</b>	<b>201215788</b>
Green laser attack.					
<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Hovering</b>	<b>Swanscombe</b>	<b>12/11/2012</b>	<b>201215790</b>
Green laser attack.					
<b>EUROCOPTER EC135</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Hovering</b>	<b>Stockton on Tees</b>	<b>24/11/2012</b>	<b>201215839</b>
Green laser attack.					
<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>En-route</b>	<b>Maghuil</b>	<b>27/11/2012</b>	<b>201215854</b>
Green laser attack.					

<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>En-route</b>	<b>West Derby area</b>	<b>27/11/2012</b>	<b>201215855</b>
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Green laser attack.

<b>EUROCOPTER EC135</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Cruise</b>	<b>53 08N 003 47W</b>	<b>11/01/2013</b>	<b>201300318</b>
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UK AIRPROX 2013/001 - EC135 and a military a/c, South of Colwyn Bay. EC135 took evasive action.

<b>EUROCOPTER EC135</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>7nm W EGBB</b>	<b>02/12/2012</b>	<b>201215894</b>
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Green laser attack.

<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Manoeuvring</b>	<b>Sion Mills</b>	<b>01/01/2013</b>	<b>201300584</b>
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Green laser attack.

<b>EUROCOPTER EC135</b>	<b>UNKNOWN</b>	<b>Low flying</b>	<b>Overhead Blackpool</b>	<b>05/01/2013</b>	<b>201300610</b>
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Green laser attack.

<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Hovering</b>	<b>Overhead Carrickfergus</b>	<b>19/01/2013</b>	<b>201300838</b>
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Green laser attack

<b>EUROCOPTER EC155</b>	<b>UNKNOWN</b>	<b>Climb into traffic pattern</b>	<b>EGSD : Great Yarmouth/ North Denes</b>	<b>07/12/2012</b>	<b>201214785</b>
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PAN declared due to engine flame out shortly after take-off.

The a/c had previously diverted due to weather. Prior to flight, snow had been cleared from the fuselage and air intakes. Clearance had already been given by the destination airport, so emergency checklists actioned, engine secured and the a/c landed safely. ATC informed the reporter that the a/c had made a visual approach but the cloud base on the weather report appeared to have been below limits.

<b>MBB BK117</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Final approach</b>	<b>Lippitts</b>	<b>22/12/2012</b>	<b>201215389</b>
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'Low Nr' warning on final approach.

Nr did not automatically increase when passing through 55kts IAS. Nr remained low and dropped below limits causing master warning to indicate 'Low Nr'. Go-around initiated. CAT A deselected, Nr remained low and warning remained illuminated. Manual mode selected and Nr 'beeped' up manually to approx 100%. Nr increased normally with manual application. At safe flight configuration, normal mode re-selected and Nr dropped back down to expected 96.5%. CAT A reselected and a speed check carried out on downwind leg. Below 55kts IAS Nr automatically increased to 103.5%. Normal approach and landing made with CAT A selected. AOG awaiting repair.

<b>MBB BK117</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Manoeuvring</b>	<b>London Heathrow area</b>	<b>20/11/2012</b>	<b>201215842</b>
Laser attack.					
<b>MBB BK117</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>En-route</b>	<b>Tottenham</b>	<b>02/12/2012</b>	<b>201215910</b>
Green laser attack.					
<b>MBB BK117</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>En-route</b>	<b>Kentish Town</b>	<b>03/12/2012</b>	<b>201215915</b>
Green laser attack.					
<b>MBB BK117</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Scheduled maintenance</b>	<b>EGTK (OXF): Oxford/Kidlington</b>	<b>17/01/2013</b>	<b>201300425</b>
During 400hr inspection, lateral control rod corroded and pitch control rod found cracked. On removing the protective sealant from the control rod a crack was found on the lower part on the swaged trunnion eye threaded fitting. Corrosion discovered to the MR servo to bellcrank lateral control rod and it is believed that a small 'ty-rap' had worn the rod cadmium coating allowing corrosion of the underlying alloy structure. Pitch control rod and MR servo to bellcrank control rod replaced with new items.					
<b>MBB BK117</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>Overhead West Belfast</b>	<b>29/01/2013</b>	<b>201300930</b>
Green laser attack.					
<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Initial climb</b>	<b>EGSY (SZD): Sheffield city</b>	<b>23/11/2012</b>	<b>201214302</b>
A/c returned due to nr1 generator caption. Inspection found that the starter/generator brushes were worn. Replacement part fitted.					
<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Cruise</b>	<b>Rochdale</b>	<b>07/11/2012</b>	<b>201215774</b>
Green laser attack.					
<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Standing : Engine(s) Not Operating</b>	<b>James Cook University Hospital</b>	<b>13/01/2013</b>	<b>201300394</b>
Fuel leaking from the overhead soundproofing in the main cabin. Fuel seen to be weeping from the nr1 engine frangible valve mounted on the main transmission deck. This continued to happen until the containment box was full and started to leak into the overhead upholstery until saturated, at which point the leaked fuel began to drip from the headlining.					
<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Low flying</b>	<b>Canterbury</b>	<b>16/12/2012</b>	<b>201215964</b>
Green laser attack.					

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<b>MD HELICOPTER MD900</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>Overhead Leeds</b>	<b>09/01/2013</b>	<b>201300679</b>
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Green laser attack.

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<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Scheduled maintenance</b>	<b>EGUW : Wattisham</b>	<b>28/01/2013</b>	<b>201300786</b>
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During inspection, rotating cone control cable (aft bracket) found to be cracked. Post modification bracket installed which causes misalignment of rotating cone directional cable.  
Post modification bracket tends to cause a side load onto the directional control cable support channel. Discussion with manufacturer has now concluded that the post modification bracket is not acceptable for use and that the pre-modification bracket should be used until they have carried out further investigations.

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<b>OTHER (Rotorsport UK Calidus)</b>	<b>BOMBARDIER ROTAX 914</b>	<b>Landing roll - on runway</b>	<b>United Kingdom</b>	<b>23/01/2013</b>	<b>201300829</b>
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UK Reportable Accident. On landing a/c tipped over. One POB no injuries. Subject to AAIB AARF investigation.

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<b>ROBINSON R22</b>	<b>LYCOMING 320 FAMILY</b>	<b>Approach</b>	<b>EGGD (BRS): Bristol/Lulsgate</b>	<b>13/10/2012</b>	<b>201212589</b>
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Infringement of the Bristol CTR (Class D) by a R22 squawking 5070 at 1300ft. Standard separation maintained.  
Pilot had requested to enter Bristol CAS at Clevedon VRP to rejoin the Bristol circuit for landing. Pilot had been instructed to remain outside CAS and to contact the Tower for onward clearance. Appropriate local ATC action to be taken.

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<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>En-route</b>	<b>Fontenay Aux Roses</b>	<b>15/07/2009</b>	<b>200913895</b>
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Infringement of French Prohibited Area of Fontenay Aux Roses by a R44.  
The owner of the a/c was contacted but no information received.

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<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>Cruise</b>	<b>EGXE : Leeming</b>	<b>18/10/2012</b>	<b>201212764</b>
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Infringement of the Leeming ATZ (Class G) by an R44 at 1700ft squawking 7000. No contact RT established. Inbound military a/c confirmed visual with the R44 and repositioned. R44 changed its squawk to 7040 and was thereby identified.

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<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>Landing</b>	<b>EGBP : KEMBLE</b>	<b>02/12/2012</b>	<b>201214608</b>
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Auxiliary fuel pump failure. Priority landing requested and landed safely without incident.

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<b>SCHWEIZER 269C</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>Gravelines</b>	<b>12/02/2010</b>	<b>201014563</b>
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Infringement of French Prohibited Area of Gravelines by a Schweizer 300 at FL006.  
The owner of the a/c was contacted by the CAA but the pilot involved could not be contacted.

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<b>SIKORSKY S76</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Cruise</b>	<b>Anglia Radar</b>	<b>13/10/2012</b>	<b>201212531</b>
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Anglia Radar frequency 128.925 poor quality.  
S76 in cruise at FL50 was requested to change frequency to 128.925. All messages received on this frequency were Strength 3, with high-pitched whistle and loud clanking noise heard in the background. Frequency returned to normal 125.275 and Strength 5 comms resumed. Reporter states problem has been ongoing for at least a week.

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<b>SIKORSKY S76</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Scheduled maintenance</b>	<b>Blackbushe</b>	<b>13/09/2012</b>	<b>201215319</b>
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During post maintenance taxi test a coupling force between collective lever and yaw pedals was evident. All four tail rotor cables and one turnbarrel had been replaced during annual inspection. On checking tensions using a tensiometer it was found that cable tensions were incorrectly set.

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<b>SIKORSKY S76</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Cruise</b>	<b>En route</b>	<b>29/12/2012</b>	<b>201215545</b>
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MAYDAY declared due to MGB low oil pressure indication. An immediate descent towards a precautionary landing was made. However, multiple caution captions began to be erratically displayed. Checklists actioned and an electrical problem was diagnosed. The emergency call was downgraded to a PAN and flight continued to destination.

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<b>WESTLAND SA341</b>	<b>TURBOMECA, FRANCE ASTAZOU TURBOSHAFT</b>	<b>En-route</b>	<b>Stansted TMZ2</b>	<b>29/12/2012</b>	<b>201215549</b>
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Infringement of the Stansted TMZ2 (Class G) by a SA341 squawking 7000, No Mode C or Mode S. Standard separation maintained. A Stansted CPT departure was instructed to climb and the traffic (unknown at the time) turned away. Following a call from TC Luton to LF LARS North, it was established that the a/c was in communication with them but it had not requested a service from Farnborough, did not request a TMZ entry approval and left the Farnborough frequency in the vicinity of Harlow.

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# OCCURENCE LISTING

## Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Jan 2013 and 31 Jan 2013

### OTHER

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<b>GROB G102</b>		<b>Level- off/touchdown</b>	<b>Easterton Airfield</b>	<b>05/01/2013</b>	<b>201300178</b>
<p>Serious Incident: A/c landed in a deep patch of mud and suffered damage to undercarriage doors. One POB with no injuries. Delegated to BGA for investigation.</p>					
<b>GROB G109</b>	<b>GROB 2500</b>	<b>Taxi to runway</b>	<b>Other</b>	<b>05/01/2013</b>	<b>201300185</b>
<p>A/c wing tip clipped parked car during taxi to runway. Two POB, no injuries. Delegated to BGA for investigation. Damage to wing leading edge.</p>					
<b>SCHEIBE SF25</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Cruise</b>	<b>Parham Gliding Site</b>	<b>29/11/2012</b>	<b>201216026</b>
<p>UK AIRPROX 2012/174 - SF25 and a DA42, 1nm West of Parham Gliding site.</p>					

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## ABBREVIATIONS

AAIB	Air Accidents Investigation Branch
AAL	Above aerodrome level
AARF	Aircraft Accident Report Form
A/c	Aircraft (or a/c)
AD	Airworthiness Directive
ADELTA	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](mailto:sdd@caa.co.uk) for a definition, or try an internet search engine such as Google.

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