



OCCURRENCE LISTING
Aircraft Below 5700kg
OCCURRENCES RECORDED BETWEEN 01 April 2013 and 30 April 2013

FIXED WING AIRCRAFT

AEROMERE FALCO F8L	LYCOMING 360 FAMILY	En-route	EGSX : North Weald	16/03/2013	201303068
Infringement of Stansted CTA (Class D) by a Falco F8L at 1800ft. No other traffic was affected.					
AIRBORNE XT912	BOMBARDIER ROTAX 912	Take-off	United Kingdom	17/03/2013	201303735
UK Reportable Accident: On second attempt at take-off nose failed to lift and a/c skidded. One POB no injuries. Subject to AAIB AARF investigation.					
AVIONS ROBIN ATL	JPX 4T60	Take-off: Other	EGSU : Duxford	17/02/2013	201301733
Rejected take-off during touch-and-go as pilot suspected a deflated nosewheel tyre. ATC were informed as the a/c was on the runway. Despatched RFFS for assistance and a/c taxied to parking area.					

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

AVIONS ROBIN DR400	LYCOMING 235 FAMILY	Take-off run	EGNM (LBA): LEEDS BRADFORD	21/04/2013	201304239
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DR400 at holding point L1 cleared to take-off R/W32. A/c entered the runway at L1 and took-off R/W14. DR400 became airborne whilst a C510 was at approx 4.5nm final R/W32. DR400 instructed to turn clear of the approach. C510 landed safely.

AVIONS ROBIN DR400	LYCOMING 235 FAMILY	Take-off: Other	EGTE (EXT): Exeter	23/04/2013	201304554
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DR400 cleared to depart from the E1 holding point was observed to line up for R/W08 instead of runway in use R/W26 as stated on ATIS. Controller noticed the error and cancelled the take-off clearance. A DHC8 on approach was sent around. Controller omitted to mention the runway in use when issuing the clearance. Appropriate remedial ATC unit taken.

AVIONS ROBIN HR200	LYCOMING 235 FAMILY	Cruise	EGNM (LBA): LEEDS BRADFORD	31/03/2013	201303341
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Infringement of the Leeds Bradford CTA (Class D) at 4000ft. The a/c was instructed to leave CAS, which it did. Subsequently, over an hour later the same a/c infringed in the same area. Separation minima was maintained.

AVIONS ROBIN R2100	LYCOMING 235 FAMILY	Cruise	EGMC (SEN): Southend	06/04/2013	201303730
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UK AIRPROX 2013/017 - Robin R2100 and an unknown a/c, 12nm WSW of Southend. During a VFR recovery from a NAVEX, the Robin R2100 solo student encountered an a/c emerging out of cloud in front of them performing aerobatics.

BAE JETSTREAM3100	GARRET AIRESEARCH TPE 331 FAMILY	Cruise	En-route	12/04/2013	201303819
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JS31 with an alleged climb clearance to FL90 was observed passing FL93 on radar and made RT contact passing FL104/105. Standard separation maintained. MACC rang Valley who advised they had cleared the JS31 to FL90. Valley allegedly stated that JS31 must be climbing on their QFE. MACC asked JS31, as it was passing FL104/105, to confirm their clearance, they replied FL190. JS31 was stopped at FL150. Reporter stated there were no safety implications due to this incident. Investigations indicate that the a/c was issued a climb clearance to FL190 by the relevant ADC controller. The radar controller requested an airways joining clearance from Scottish and was given FL90 at ROLEX. This was passed to the ADC who readback a joining clearance at FL190 which went undetected.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Circuit pattern - final	EGYD : Cranwell	01/02/2013	201301202
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LH main landing gear unsafe indication. Airborne inspection confirmed gear down. A/c landed without incident. On selection of gear down the nose and RH main lights indicated down, followed by a period of approx 10secs in which the gear motor continued to run before the landing gear relay C/B tripped. The bulbs were tested and found to be working. Landing gear manual handle light remained on. Landing gear unsafe indication drill carried out followed by landing gear manual extension drill. Neither resolved the problem. Airborne inspection confirmed gear down. After approx 2hrs the crash landing drill was carried out and a/c landed without incident. On initial inspection the LH landing gear down lock was found to be partially engaged with the down lock pin. A washer was found to be stuck between the mating faces of the upper and lower drag brace links (held in place by excessive grease), preventing full drag brace extension. The washer was removed and mating surfaces cleaned and inspected for damage, none apparent. Landing gear extended and confirmed locked down. Unable to identify source of washer. The RH and nose landing gear bays plus the remaining a/c in the fleet were inspected and any excess grease removed. No adverse findings.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Standing	EGNT (NCL): Newcastle	01/01/2013	201300023
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Pilot allegedly started engines whilst refueller was removing equipment from within close proximity of a/c. Airside Operations aware. Captain was allegedly rushing refueller to complete over wing refuelling. Reporter commented refueller was put at risk from engine jet wash.

BRANDLI BX2	UNKNOWN	Unknown	Croft Farm, Defford, Worcestershire	06/04/2013	201303903
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UK Reportable Accident: Forced landing due to engine failure. A/c landed in a field next to the airstrip. One POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.

BRITTEN NORMAN BN2	LYCOMING 540 FAMILY	Cruise	Unknown	07/02/2013	201301358
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A/c returned with rudder trim sticking in one direction.
On investigation a piece of grit seemed to be lodged between one of the chain links, at the rudder trim screw-jack. As this link of the chain contacted the sprocket of the screw-jack, it pushed the chain outward, toward and against the chain guard. The chain was cleaned and lubricated. A/c released to service.

BRITTEN NORMAN BN2	LYCOMING 540 FAMILY	Taxi to runway	EGPA (KOI): Kirkwall	23/04/2013	201304335
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Runway incursion. Islander, instructed to taxi and hold at Holding point E2, taxied beyond E2 onto R/W27 resulting in ATC initiating a missed approach to an SF340 that had been cleared to land on R/W27. Avoiding action given.

BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Approach	EGJB (GCI): Guernsey, Channel Is.	02/02/2013	201301185
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Light/moderate turbulence on approach. Aileron controls restricted during taxi in.
Normal landing carried out. During taxi in it was noticed that the aileron controls were restricted. Full travel was available however control weight was approx 8-10 times normal unloaded weight, especially at the limits of travel. A/c grounded.

BRITTEN NORMAN BN2B	LYCOMING 540 FAMILY	Landing roll - on runway	EGEF : Fair isle	09/04/2013	201303796
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LH brake failure on landing with smoke seen from undercarriage.
Following normal touchdown in crosswind a/c decelerated to 40kts at which point LH brake failed with smoke seen from LH mainwheel assembly. Speed bought under control using LH rudder and nosewheel deflection against RH braking. A/c taxied to stand normally. Brakes had been checked as per Check A at the start of the day, and an investigation is proceeding as to the method of that check. The smoke seen was a result of hydraulic fluid seeping onto a hot brake disc. Further investigation after replacement of the calliper unit showed the inner fixed disc lining to be 0.003" beyond limits.

BRITTEN NORMAN BN2T	ALLISON USA 250 FAMILY	En-route	Tarant Ruston	22/04/2013	201304278
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Infringement of the Bournemouth CTR (Class D) by a primary contact at 500ft. Infringer called ATC and was identified via a squawk as a BN2T. Avoiding action given. Standard separation maintained.
Due to infringer, ATC changed the clearance for an exam flight performing a go-around for R/W26.

CESSNA 152	LYCOMING 235 FAMILY	En-route	EGKK (LGW): London/Gatwick	29/03/2013	201303284
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Infringement of the London TMA (Class A) by a C152 indicating 3000ft resulting in loss of separation with a Gatwick inbound A319. Traffic info and avoiding action given. A319 was descending through 6600ft to 4000ft for R/W08R. ATC issued A319 avoiding action (right heading 360) and instructed A319 to stop descent. A319 stopped at 6000ft. PA28 pilot's infringement report revealed pilot was aware of LTMA boundaries but travelled further North than intended. Pilot also commented they had been maintaining separation from a Shoreham based a/c at 2000ft in same general area as well as Parham gliding site, was distracted while adjusting intercom squelch and volume controls due to difficulties with headset and had missed landmarks due to lack of familiarity with the area. Pilot stated they would replace faulty headset and improve vigilance when operating close to TMA boundaries.

CESSNA 152	LYCOMING 235 FAMILY	En-route	EGLL (LHR): London/Heathrow	06/04/2013	201303561
<p>Infringement of Heathrow CTR (Class A) by a C152. An HS125 inbound to Northolt was transferred to Northolt with less than prescribed separation, whilst a C560 was vectored so its track would not merge with the infringer's. Traffic info was not passed. Operator alerted. Student pilot flying solo was unable to locate the arrival VRP for Denham. Pilot debriefed by the instructor and is to undertake further training focusing on the rejoin procedure. It has also been ascertained that Mode C was unavailable to the a/c due to an 'over reading' discrepancy, which became apparent a couple of days earlier.</p>					
CESSNA 152	LYCOMING 235 FAMILY	En-route	EGBB (BHX): Birmingham	03/04/2013	201303564
<p>Infringement of the Birmingham CTA-2 (Class D) by a C152 at 1800ft. Once contact was made with the a/c, appropriate action was taken. There was no other traffic in the area at the time. Pilot failed to maintain heading in windy conditions.</p>					
CESSNA 152	LYCOMING 235 FAMILY	En-route	EGBB (BHX): Birmingham	06/04/2013	201303583
<p>Infringement of the Birmingham CTA (Class D) by a C152 at 3000ft. ATC initiated a descent to exit the CTA which the a/c followed. Separation minima was maintained.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Climb to cruising level or altitude	EGKK (LGW): London/Gatwick	08/04/2013	201303714
<p>Infringement of the Gatwick CTR (Class D) by a C152 (no transponder). CAIT activated. Departures were stopped. Three losses of separation occurred with a/c departing from Gatwick. ATC training in progress.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Landing	EGTC : Cranfield	07/04/2013	201303733
<p>C152 performed a touch and go without ATC clearance. C152 had called downwind and was instructed to report final for R/W21. ATCO subsequently observed C152 in the flare to touch down. ATCO did not call C152 as no conflict existed and C152 was about to touch down. C152 continued with the touch and go and was advised on the climb out.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Scheduled maintenance	EGAA (BFS): Belfast/Aldergrove	15/04/2013	201303950
<p>Tool and bolt found within airframe during routine maintenance. Review of company tool control/procedures and a/c inspection closure to be carried out.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Approach	EGMC (SEN): Southend	24/04/2013	201304383
<p>Runway incursion. Two grass cutting vehicles failed to hold at A1 as instructed. C152 inbound ILS R/W24 cleared for touch and go.</p>					
CESSNA 172	LYCOMING 320 FAMILY	Initial climb	EGSR : Earls Colne	24/02/2013	201301897
<p>Birdstrike. Wing and propeller damaged. Flight continued. Three birds (pigeon) struck.</p>					

CESSNA 172	LYCOMING 320 FAMILY	Standing : Engine(s) Not Operating	EGHE (ISC): Scilly Isles/St. Mary's	20/04/2013	201304190
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Occupants disembarking a C172 on arrival were observed walking across R/W14 and towards the terminal building. RFFS dispatched to intercept them.

CESSNA 172	CONTINENTAL (TELEDYNE) USA 300 FAMILY	Approach	EGTC : Cranfield	07/04/2013	201303732
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C172 failed to comply with ATC instructions. Pilot displayed poor airmanship and appeared allegedly to have difficulty in understanding simple ATC instructions.

CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Standing : Engine(s) Not Operating	EGHE (ISC): Scilly Isles/St. Mary's	20/04/2013	201304189
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Occupants disembarking a C182 on arrival were observed walking across R/W14 and towards the terminal building. RFFS dispatched to intercept them.

CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Taxi from runway	Rufforth Airfield	21/03/2013	201303873
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A/c taxied across grass. Nosewheel and RH main wheel dug into the ground and a/c tipped onto the propeller and RH wing before tipping back onto undercarriage. Ground had been frozen when a/c was towed out earlier and pilot had assumed the ground would be firm enough for taxi.

CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Cruise	Kingston Bagpuize	21/04/2013	201304363
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Forced landing in a field due to severe engine problems. Four POB, no reported injuries.
A/c in communication with EGTK during emergency, but were not aware of this inbound flight.

CESSNA 206	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Cruise	EGBB (BHX): Birmingham	15/02/2013	201301613
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A C206 infringed the Birmingham CTA (Class D) at 2000ft. Attempts were made to contact the a/c to no avail. No loss of separation occurred during the infringement.

CESSNA 210	UNKNOWN	En-route	EGSS (STN): London/Stansted	07/04/2013	201303592
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Infringement of the Stansted TMZ1 (Class G) by a Cessna 210. The a/c cut across the NE corner tracking towards Stapleford. Separation minima was maintained.

CESSNA 210	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Landing	EGTC : Cranfield	07/04/2013	201303731
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C210 landed without clearance with fire vehicle cleared to cross R/W21. Fire crew had not quite entered the runway and were instructed to and complied with stop instruction. Pilot apologised and was given taxi instructions to park.

CESSNA 310	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Climb into traffic pattern	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	02/02/2013	201301091
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Loss of communications. A/c returned.

Approx 5mins after take-off pilot and operator comms failed. No transmissions could be heard. Emergency checklist consulted and carried out. Swapped headsets and ATC transmissions could be heard. Received clearance to land and normal landing carried out. Fire services attended.

CESSNA 310	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Cruise	Overhead Romford	29/03/2013	201303459
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Green laser attack.

CESSNA 421	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Normal descent	OCK	20/04/2013	201304186
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Shortly after handover of ATC position, ATC descended a Bournemouth inbound C421 to FL130 against a B767 at FL140 approaching OCK hold, resulting in a loss of separation. STCA alerted. Avoiding action given. B767 received a TCAS RA. C421 received a TCAS TA.

CESSNA 510	UNKNOWN	Change of cruise level	KESAX	13/04/2013	201303868
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Poor presentation and coordination from Reims resulted in a loss of separation between a C510 and an A319. STCA activated.

CESSNA 525	WILLIAMS FJ44	Normal descent	EGPC (WIC): Wick	27/03/2013	201303181
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A descending C525 was given clearance to FL60 but when the a/c was transferred to Wick Approach, the pilot reported descending to 3000ft. There was no other traffic in the area and the C525 was given further descent to 2000ft and landed without further incident.

CESSNA 560	PRATT & WHITNEY (CANADA) PW500 FAMILY	Final approach	EGLF (FAB): Farnborough civil	06/04/2013	201303580
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UK AIRPROX 2013/018 - Cessna 560 and a PA28, 1.5nm final R/W06. Traffic info given. Both a/c landed without further incident. ATC training in progress.

CESSNA F152	LYCOMING 235 FAMILY	En-route	EGPH (EDI): Edinburgh	05/04/2013	201303556
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Infringement of the Edinburgh CTA (Class D) at 3000ft by a C152. The a/c was identified once it had left the CTA. Separation minima was maintained and the infringement had no effect on ATC ops. Student pilots instructor alerted to incident details.

CESSNA F152	LYCOMING 235 FAMILY	En-route	EGBE (CVT): Coventry	01/03/2013	201302137
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Infringement of Daventry CTA (Class A) by a C152 at 5200ft and the Birmingham CTA (Class D) when it descended below CAS. Coventry and Birmingham could not make contact with the a/c. East Midlands eventually made contact with the pilot. Separation minima was maintained. The pilot believed the base of CAS was 5500ft.

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Normal descent	BPK	13/11/2012	201214129
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SR22 cleared to descend to 6000ft was observed descending through 5400ft. Descent was stopped and a/c regained 6000ft. Standard separation maintained.

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Cruise	EGTF : Fairoaks	16/02/2013	201301629
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MAYDAY declared and a/c diverted due to engine problems. Rough running engine. A/c landed safely.

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Normal descent	EGKB (BQH): Biggin hill	02/04/2013	201303370
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Infringement of the LTMA (Class A) by an SR22 at 3000ft. No other a/c were in the vicinity and separation minima was maintained.

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	En-route	EGGD (BRS): Bristol/Lulsgate	25/04/2013	201304449
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Probable infringement of the Bristol CTA (Class D) by an SR22 squawking 7000 at 6500ft resulting in loss of separation with a Bristol inbound A319. Traffic info given. ATC stated that at no stage did the 7000 squawk show on Mode C and they had assumed the infringer to be beneath CAS. The SR22 pilot telephoned the next day allegedly reporting they had inadvertently entered CAS.

COMCO IKARUS IKARUS C42	BOMBARDIER ROTAX 912	Landing roll - off runway	EGTP : Perranporth	07/04/2013	201303992
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UK Reportable Accident: A/c caught by gusting winds and bounced and veered off the runway. The propeller struck the grass causing the a/c to tip onto its nose. Two POB suffered minor injuries. A/c extensively damaged. Subject to AAIB AARF investigation.

COMCO IKARUS IKARUS C42	BOMBARDIER ROTAX 912	Approach : Other	Garristown	20/04/2013	201304344
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Serious Incident: Wire strike on approach to land in open field. Two POB, no reported injuries. Minor damage to a/c. Third party damage, 2 x 20kv power lines severed. Subject to Foreign Authority investigation.

COMMANDER 114	LYCOMING 540 FAMILY	En-route	EGHH (BOH): Bournemouth/Hurn	28/03/2013	201303340
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Infringement of Solent CTA (Class D) by a RC114 at approx 3400ft. Traffic info was passed and separation minima was maintained.

CYCLONE AIRSPORTS PEGASUS QUANTUM15	BOMBARDIER ROTAX 582	Landing	Clench Common, Marlborough	20/04/2013	201304311
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UK Reportable Accident: Loss of control on landing whilst at slow speed. A/c came to rest leaning on one wing. One POB, no injuries. Subject to AAIB AARF investigation.

DE HAVILLAND DH82	DE HAVILLAND GIPSY MAJOR	En-route	Little Rissington	07/04/2013	201303598
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A/c was observed to fly overhead the length of runways 04/22 at approx 250ft AGL without RT comms. Two other a/c were active within the circuit.

DE HAVILLAND DH82	DE HAVILLAND GIPSY MAJOR	Approach	Little Rissington	07/04/2013	201303601
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Infringement of Little Rissington airspace (Class G) by a DH82. A/c was observed to approach the airfield from the North East at low level and flew overhead the length of runways 04/22 at approx 250ft AGL. One a/c was in the circuit. Investigation under 201303598.

DE HAVILLAND DH82	DE HAVILLAND GIPSY MAJOR	Final approach	EGKA (ESH): Shoreham	20/04/2013	201304191
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A/c returned to land on a disused runway after suffering radio failure. During a busy workload period, the ATC controller became aware of the a/c, which had departed the airfield earlier on, flying across the aerodrome at low level. Light signals were displayed to the a/c. The a/c made a LH circuit and landed on the grass runway and vacated. Traffic information had to be passed to multiple a/c in the ATZ and landing traffic was instructed to go-around as a result.

DE HAVILLAND DHC1	DE HAVILLAND GIPSY MAJOR	En-route	Basingstoke	17/04/2013	201304048
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Infringement of Farnborough CAS (T) (Class D) by a DHC1 squawking 7000 in the vicinity of Basingstoke with Mode C indicating 2,700ft. Standard separation maintained. Farnborough ATC trainee with OJT1 was working a royal flight downwind for R/W24 during CAS (T) when LARS West controller informed them of an intruder. DHC1's Mode C climbed to 3000ft before the a/c contacted Farnborough ATC. LARS West had made blind calls to DHC1, however the a/c called Farnborough Approach and was subsequently advised they were inside CAS (T) and given clearance to enter.

DE HAVILLAND DHC6	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Cruise	EGPR (BRR): Barra	04/02/2013	201301165
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Lightning bolt close to a/c caused GPS failure. Both systems reset satisfactorily.

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Initial climb	EGHH (BOH): Bournemouth/Hurn	07/02/2013	201301339
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Elevator trim wheel stuck fully forward. A/c returned. During initial climb it was difficult to trim. A/c levelled to check cruise trim and it was found to be in full or near full condition despite cockpit trim indication in centre position. Decision made to return as flight was IMC and icing conditions. Engineering inspection revealed elevator trim wheel bearing was stiff and required adjustment and lubrication.

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Cruise	En-route	11/04/2013	201303800
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Infringement of active Danger Areas EGD036, D037 and D038 (Portsmouth) by a DA42 squawking 7000 at 3500ft. Bournemouth ATC confirmed they were working the DA42 which was on a NAVEX under a Basic Service. Live firing was programmed to take place at the time of the infringement, however the live firing had finished early so there was no hazardous activity taking place at the time of the incident.

DIAMOND DA42	OTHER (AUSTR0 E4 (AE300))	Normal descent	EIKN (NOC): Connaught regional airport	22/04/2013	201304333
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Foreign AIRPROX - DA42 inbound on a RW27 procedural VOR approach at 2140ft and a PA31. Subject to investigation by the Irish Authorities. DA42 broke off procedural approach, turned right and applied full permitted power rolled to 60deg AOB to the right. PA31 was positioning for a profile 4.

DORNIER DO27	LYCOMING 480 FAMILY	Taxi to runway	EGNR : Hawarden	19/04/2013	201304159
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A/c wheel left taxiway. Whilst on taxiway, the pilot had requested to go onto the grass to turn the a/c round due to handling difficulties (with the wind and/or brakes) but this had been declined due to the poor condition of the grass. RFFS were deployed to investigate and the a/c was found with one wheel already on the grass. A/c manually handled back and flight cancelled.

EMBRAER EMB145	UNKNOWN	Climb to cruising level or altitude	En route	07/04/2013	201303597
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MACC report that an EMB145 stuck mic incident led to an increase in ATC workload, resulting in avoiding action being given to an A319 descending to FL170 against a PA31T in cruise at FL220. Traffic info given. Standard separation maintained. Reporter made reference to alleged inappropriate RT transmissions made by EMB145 flight crew during stuck mic incident.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Air taxi/hover taxi	EGSM : Beccles	28/03/2013	201303429
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Damage caused to a parked a/c by helicopter downwash. During hover taxi on arrival under marshaller's guidance pilot decided that marshaller's instructions were unsafe. Pilot elected to deviate from route indicated by marshaller. During detour helicopter downwash caused a parked a/c to tip onto RH wing causing damage to wingtip. Pilot accepts that an error of judgement was made. The incident has been made aware to all crews to highlight the dangers of hover taxiing near light a/c.

EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	Cruise	EGAC (BHD): Belfast/City	05/04/2013	201303829
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Infringement of the Belfast City CTR (Class D) by an EV97 at 2000ft. Traffic info given. Inbound DHC8 given extended routing. Standard separation maintained. Pilot contacted ATC on landing and apologised for his error.

FLIGHT DESIGN (CTSW)	BOMBARDIER ROTAX 912	Landing	EGLS : Old sarum	06/04/2013	201303773
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UK Reportable Accident: A/c nosed over on landing and came to rest inverted. Two POB one minor injuries one no injuries. Subject to AAIB AARF investigation.

FLIGHT DESIGN CT2K	BOMBARDIER ROTAX 912	En-route	EGCC (MAN): Manchester/Intl	07/04/2013	201303596
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Infringement of the Manchester CTA (Class D) by a CTSW at 3100ft. ATC tried to contact the a/c to no avail. There was no other traffic in the area. The pilot believes that the incident was caused by a lack of concentration plus uplift from the hills.

GLASER DIRKS DG500	SOLO Other	Standing : Engine(s) Not Operating	EGNL (BWF): Barrow/Walney Island	23/04/2013	201304321
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Propeller failure, not caused by impact. During pre-flight inspection, a crack was noticed running right across the leading edge and radially outwards on the underside of the propeller. No signs of impact were evident so the cause is most likely to be fatigue. Progressive failure could explain why the pilot has noticed a slight drop in engine revs on full climb in the past few flights. When pressure is applied, slight flexing can be felt. The engine and propeller have approx 170hrs total run time.

GROB G115	LYCOMING 320 FAMILY	Take-off	EGPN (DND): Dundee (Riverside Park)	05/02/2013	201301177
<p>Flames reported coming from the exhaust. Cockpit filled with smoke after take-off. PAN declared and a/c returned. During power checks the engine stopped with excessive back pressure applied to the throttle. The engine idled without issue when normal pressure applied to the throttle. Upon restart a company a/c reported flames from the exhaust. A/c commander decided this was due to over priming. Power checks at various RPM settings, no signs of flames, slight smoke observed. As this was deemed consistent with normal operation of the engine at idle, commander elected to continue with take-off. At approx 200ft the cockpit began to fill with smoke. PAN declared and a/c returned. Fire services attended. Upon inspection no engine fault found, engineers suggest that a silicon lubricant used on the heating system had caused the smoke.</p>					
GRUMMAN AA5	LYCOMING 360 FAMILY	Cruise	EGLC (LCY): London city	19/04/2013	201304184
<p>Infringement of the London City CTA (Class D) by a Grumman AA5 at 2000ft. Traffic info given. Standard separation maintained. The Grumman entered the North East corner of the CTA at 1408hrs and left 2mins later. A London City inbound EMB190 was taken through the localiser for R/W27 to maintain separation. The Grumman AA5 then checked in on frequency to apologise for the infringement.</p>					
JABIRU	JABIRU	Landing	Charterhall Airfield.	31/03/2013	201303745
<p>UK Reportable Accident. Landed and ran into soft ground. A/c nosed over. Two POB no injuries. Subject to AAIB AARF investigation.</p>					
JABIRU	JABIRU	Landing roll	Craysmarsh Farm	06/03/2013	201303782
<p>UK Reportable Accident. On landing a/c hit ditch and bounced twice. Nosewheel sheared. One POB no injuries. Subject to AAIB AARF investigation.</p>					
JODEL D120	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Landing roll	Rhigos, South Wales	06/04/2013	201303769
<p>UK Reportable Accident. Engine stopped at 150ft on approach. Emergency landing made into field. Two POB no injuries. Subject to AAIB AARF investigation.</p>					
MAINAIR BLADE	BOMBARDIER ROTAX 912	Take-off	EGCK : Caernarfon	07/04/2013	201303989
<p>UK Reportable Accident: Power loss during take-off, a/c veered to the right causing wing to hit ground. One POB, no injuries. A/c damaged. Subject to AAIB AARF investigation. Damage to fuselage and wing spars.</p>					
MAINAIR BLADE	BOMBARDIER ROTAX 912	Approach	EGPT (PSL): Perth/Scone	20/04/2013	201304202
<p>UK Reportable Accident: A/c almost over threshold when it encountered sink. Did not have sufficient power to take-off. A/c landed heavily. Subject to AAIB AARF investigation.</p>					
MAINAIR GEMINI FLASH	BOMBARDIER ROTAX 462	Landing	Eshott Airfield, Northumberland.	28/02/2013	201303753
<p>UK Reportable Accident. Wind caught wing on landing. A/c landed heavily. POB one no injuries. Subject to AAIB AARF investigation.</p>					

MOONEY M20	UNKNOWN	Cruise	EGMD (LYX): Lydd	08/02/2013	201301422
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A/c diverted due to rough running engine.

Pilot contacted airfield and requested permission to land. No emergency was declared. As a precautionary measure, the range in the vicinity was requested to hold until the a/c had landed and once the a/c was safely on the ground, contact was made for firing to resume.

MORANE SAULNIER MS733	POTEZ Other	Cruise	EGSS (STN): London/Stansted	19/04/2013	201304129
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Infringement of the Stansted CTR (Class D) and the Southend ATZ (Class G) by an MS733 at 1500ft. Traffic info given. Standard separation maintained.

A/c infringed the Stansted zone resulting in an impending departure being stopped, a check all imposed and an inbound A320 being broken off the approach. Comms were established albeit with difficulty and protracted due to a suspected poor radio. Further attempts to establish comms with the a/c were unsuccessful. A/c continued a track towards Southend and TC contacted Southend Approach. A/c subsequently infringed the Southend ATZ. An inbound A319 was given traffic info. A319 pilot confirmed visual with the infringer and elected to continue the approach. Tower visual with both a/c. Appropriate CAA action is being taken as a result of this incident.

OTHER (PULSAR)	BOMBARDIER ROTAX	Cruise	EGHI (SOU): Southampton	29/03/2013	201303296
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Infringement of Solent CTA (Class D) by a Pulsar who reported being at 2400ft, which resulted in avoiding action being taken by two other a/c, a Trislander and a PC12. Traffic info was given and separation minima was maintained.

OTHER (GA8)	LYCOMING 540 FAMILY	Approach	EGCT : Tilstock	29/03/2013	201303640
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UK AIRPROX 2013/016 - GA8 and a RC114 at 1400ft at Tilstock during active parachute drops. Two parachutists saw a/c and took avoiding action.

An a/c had been observed to fly North to South along central portion of drop-zone with canopies in the air, above the a/c. At this point parachute operations were suspended and GA8 was instructed to land and shut down. Telephone calls were made to adjacent airfields until contact was made with the pilot. He reported difficulty in using new radio/navigation equipment.

OTHER (TL)	BOMBARDIER ROTAX	Cruise	EGNO - Warton	02/04/2013	201303502
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Poor PSR and SSR performance Warton Radar. Investigation under 201303485.

TL20 was on a navigation exercise to/from Blackpool Aerodrome routing via Rivington and Lancaster. At 2200ft pilot was instructed to squawk 3643 but no squawk was observed. Pilot was asked to recycle squawk twice but again no squawk observed. Controller tracked a PSR contact Eastbound to Rivington and pilot did report leaving Rivington Northbound, however this contact disappeared (approx 150/12nm from Warton) and reappeared at 070/08nm from Warton. Traffic info given.

OTHER (Omarie-Hamdanie F - Skyranger 582(1))	BOMBARDIER ROTAX 582	Level off- touchdown	Sackville Lodge Farm	06/04/2013	201303929
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UK Reportable Accident: Nosewheel collapsed on landing causing the a/c to become inverted. One POB with no injuries. Subject to AAIB AARF investigation.

OTHER (Skyranger Swift 912S(1))	BOMBARDIER ROTAX 912	Landing	Cockerham, Lancashire	02/04/2013	201303974
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UK Reportable Accident: A/c came to a stop and nosed over. Two POB, no injuries. A/c damaged. Subject to AAIB AARF investigation.

PERCIVAL P10VEGA GULL	DE HAVILLAND	En-route	EGSS (STN): London/Stansted	07/04/2013	201303590
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Infringement of the Stansted TMZ 2 (Class G) by a P10 Vega Gull. No outbound a/c were affected.

PILOTUS PC12	UNKNOWN	Climb to cruising level or altitude	BNN	17/04/2013	201304042
Infringement of the Luton CTA (Class D) by a PC12 at 2600ft climbing to 3000ft, 5nm NW of BNN. Standard separation maintained. Luton outbound check put in place. No outbound delay ensued. PC12 changed to Farnborough squawk and was instructed by Farnborough LARS North to leave CAS which they did without further incident.					
PIPER PA28	LYCOMING 320 FAMILY	Change of cruise level	LFBL (LIG): Limoges Bellegarde	29/06/2012	201215927
In allegedly IMC met conditions the pilot flew IFR without clearance into conflict with inbound ATR42. Traffic info given. The pilot was not able to fly over the cloud layer and requested vectors from ATC in order to return to Limoges and perform an IFR procedure. Later during the approach the pilot recovered visual conditions over LECAR point and made a visual landing. No further CAA action possible.					
PIPER PA28	LYCOMING 360 FAMILY	Cruise	EGTF : Fairoaks	30/03/2013	201303302
Infringement of the Heathrow CTR (Class A) by a PA28 squawking 7000 at 1500ft. Departures suspended for 2mins. Traffic info given. Standard separation maintained.					
PIPER PA28	LYCOMING 360 FAMILY	Taxi from runway	EGBP : KEMBLE	30/03/2013	201303305
Runway incursion. PA28 landed on R/W08, a short back track was required. Pilot vacated onto Taxiway B, however, before reaching holding point to vacate the runway, the pilot turned sharp right entering R/W08 grass threshold. Pilot was instructed to vacate grass runway via G4 and enter TWR apron for parking.					
PIPER PA28	LYCOMING 360 FAMILY	Change of cruise level	EGKK (LGW): London/Gatwick	31/03/2013	201303312
Infringement of the London TMA (Class A) by a PA28 squawking 7000 with Mode C indicating 2600ft. CAIT activated. Traffic info given. Standard separation maintained. Infringing a/c then changed its squawk to 0431. A/c then descended to 2400ft and left the RMA via MID and North towards Farnborough.					
PIPER PA28	CONTINENTAL (TELEDYNE) USA 300 FAMILY	Landing roll - off runway	EGEO (OBN): OBAN	17/02/2013	201301833
Runway excursion. A/c left runway at speed cutting across grassed area. Pilot reported that new brakes had caused this. Crash alarm operated and fire services attended.					
PIPER PA28	LYCOMING 360 FAMILY	Normal descent	LTCC	01/04/2013	201303451
Prolonged loss of comms (PLOC). PA28 at FL80 on an ALKIN arrival was unable to establish contact with TC on 120.175 or Thames Radar 132.7. Instructions by Thames were relayed via other a/c for PA28 to descend and leave controlled airspace to continue for a visual approach into Biggin. Via relay, PA28 was given position of Biggin until Biggin was in sight. PA28 was then instructed to contact Biggin and make blind transmissions as to his intentions, but on transfer to 129.4 two way comms were regained.					
PIPER PA28	LYCOMING 320 FAMILY	Take-off	EGNV (MME): TEESSIDE	03/04/2013	201303462
PA28 allegedly took off without ATC clearance. Standard separation maintained. PA28 was instructed to line up and wait R/W05. Reporter states PA28 was subsequently observed to have become airborne before any take-off clearance had been issued.					

PIPER PA28	LYCOMING 360 FAMILY	En-route	BNN	05/04/2013	201303540
Infringement of the Luton CTR (Class D) by a PA28 initially squawking 0013 at 1800ft. Separation lost against inbound Falcon 50. Pilot believed he was outside CAS, but was informed that he was inside the Southwest corner of the Luton zone.					
PIPER PA28	LYCOMING 360 FAMILY	En-route	Banstead	07/04/2013	201303577
Infringement of the London CTR (Class A) by a PA28 squawking 3756 indicating 2400ft. Heathrow southbound departures were briefly stopped. Concerns around pilot competence. Pilot had not changed frequency after being instructed to contact Gatwick and appeared to be having difficulties with navigation and infringed the Biggin ATZ before infringing the Heathrow zone. Gatwick Tower refused to accept a/c.					
PIPER PA28	LYCOMING 320 FAMILY	Landing roll - on runway	EGSR : Earls Colne	07/04/2013	201303967
UK Reportable Accident: On landing, a/c veered off runway onto the grass and collided with two parked aircraft. Four POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.					
PIPER PA28	LYCOMING 360 FAMILY	Climb to cruising level or altitude	EGAA (BFS): Belfast/Aldergrove	17/04/2013	201304027
Crowhill radar display failure. Investigation under 201300071. Departing PA28 was not showing on Crowhill radar but did show on Belfast radar. A/c was instructed to recycle transponder, but this had no effect. Once a/c had coasted out in the vicinity South East of Portaferry it began to display on Crowhill radar					
PIPER PA28	LYCOMING 320 FAMILY	Taxi to runway	EGPK (PIK): GLASGOW PRESTWICK	19/04/2013	201304161
A/c touched the wing of another a/c whilst taxiing out of apron. Fire services attended.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGKK (LGW): London/Gatwick	20/04/2013	201304183
Infringement of the Gatwick CTA and CTR (Class D) by a PA28 squawking 0463 indicating 2100ft resulting in loss of separation with a Gatwick inbound A319 to R/W08R. Traffic info given. ATC then broke the next sequenced Gatwick inbound B737 off the approach with a right turn heading of 180deg. Farnborough ATC had issued PA28 with a 0467 squawk but were unaware, due workload, that the PA28 had selected incorrect squawk 0463.					
PIPER PA28	LYCOMING 360 FAMILY	En-route	EGGW (LTN): London/Luton	21/04/2013	201304205
Infringement of the Luton CTR (Class D) by a PA28 resulting in a loss of separation against a Falcon 2000. Traffic info and avoiding action given. Pilot, believed to have been lost, was in contact with D&D.					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGGW (LTN): London/Luton	24/04/2013	201304365
Infringement of the Luton CTR (Class D) by a PA28 squawking 5036 at 2400ft. CAIT activated. Separation lost against a Challenger 604. Pilot had requested and been given his position several times.					

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGNU : Full sutton	03/04/2013	201303841
A/c made forced landing in field following engine failure.					
PIPER PA28	LYCOMING 360 FAMILY	Cruise	D147	16/02/2013	201301623
Infringement of Danger Area (D147) by a PA28 at 5000ft. The controller attempted to keep the PA28 clear of the area but the a/c briefly infringed it before exiting to the North. Separation minima was maintained.					
PIPER PA28	LYCOMING 360 FAMILY	Taxiing: Other	EGSH (NWI): Norwich	24/03/2013	201303380
A/c struck a fence whilst negotiating between the fence and a parked a/c. Whilst being positioned for fuel, the student pilot misjudged the distances and the a/c lightly struck the perimeter fence at slow speed, damaging the wingtip.					
PIPER PA28	LYCOMING 360 FAMILY	En-route	En route	06/04/2013	201303951
Significant fuel loss from engine during flight. Pilot noticed no issues during the flight but after landing and vacating the runway, the engine stopped. Both fuel tanks were indicating empty. Changed to LH fuel tank and was able to taxi to stand. On inspection, fuel was seen to be dripping from under the engine. Engineering assistance sought. The main carburettor fuel inlet union nut was found to be loose, with significant fuel leaking from it with the fuel pump running. When the loose union was tightened, it was found that the wax seal marks on the nut and thread were misaligned, suggesting that the union had not been tightened fully when last inspected. Return flight uneventful. Reporter states that a Tech Log entry had been made from the previous flight advising of excessive fuel consumption. Reporter also commented regarding importance of checking fuel gauge readings during pre-flight checks.					
PIPER PA28	LYCOMING 360 FAMILY	Level off- touchdown	EGPK (PIK): GLASGOW PRESTWICK	20/04/2013	201304188
Go-around flown following a bounced landing in fairly windy conditions. Pilot later realised that a propeller strike had occurred. The a/c had bounced twice and the pilot initiated a go-around, landing safely on the second attempt. ATC were contacted by the pilot approx 15-20mins after landing, when he had become aware of damage to the a/c propeller and nosewheel cowling. A subsequent runway inspection found fibreglass debris and gouge marks to the tarmac at the intersection point of RW21 and RW31.					
PIPER PA28R	LYCOMING 360 FAMILY	Level off- touchdown	EGST : Elmsett	07/04/2013	201303654
UK Reportable Accident: Nosewheel folded up on landing, a/c slid for 20yds but remained on the runway. One POB, no injuries. Subject to AAIB AARF investigation.					
PIPER PA28R	LYCOMING 360 FAMILY	Climb to cruising level or altitude	EGLL (LHR): London/Heathrow	02/04/2013	201303381
Infringement of the London CTR (Class A) by a PA28R squawking 7000 with Mode C indicating climb to 2000ft. STCA and CAIT activated. Separation lost with A321 and A330 inbound to Heathrow.					
PIPER PA28R	LYCOMING 360 FAMILY	En-route	EGKK (LGW): London/Gatwick	29/03/2013	201303291
Infringement of the LTMA (Class A) by a PA28 at 3000ft. Separation minima was maintained and no other a/c affected. The pilot reported increasing his height to reach smoother air, not realising he had infringed the LTMA.					

PIPER PA28R	LYCOMING 360 FAMILY	Level off- touchdown	EGHJ (BBP): Bembridge	26/03/2013	201303193
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UK Reportable Accident. Heavy landing propeller struck ground. Two POB no injuries. Subject to AAIB AARF investigation.

PIPER PA28R	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Circuit pattern - base leg	EGMD (LYX): Lydd	02/02/2013	201301312
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Unsafe landing gear indication.

Pilot reported only two greens in circuit, and 'LH gear unsafe'. A low flypast inspection was carried out where it was confirmed that landing gear appeared normal. Pilot recycled gear and reported a successful three greens indicated. A/c landed safely.

PIPER PA31	LYCOMING 540 FAMILY	Intermediate approach	EGAA (BFS): Belfast/Aldergrove	22/02/2013	201301882
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Go-around flown due to landing gear unsafe indication.

Only one green light appeared and the red unsafe illumination remained on. During the go-around, ATC confirmed that the landing gear appeared down. Gear was recycled and two greens showed for the main wheels. The emergency extension was used and resulted in three greens. An uneventful landing followed.

PIPER PA34	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Standing : Engine(s) Start-up	EGTK (OXF): Oxford/Kidlington	10/12/2012	201214904
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Heater fire on start up.

Flight crew alerted to fire by two students on the ground. A/c shut down and evacuated. ATC informed and emergency services attended.

PIPER PA34	UNKNOWN	Taxiing to/from runway	EGTK (OXF): Oxford/Kidlington	15/01/2013	201300347
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Departing PA34 initially cleared to A2 travelled past his clearance limit.

Pilot states that due to the aerodrome conditions; ice patches on apron and taxiway, in particular black ice and reduced forward visibility to less than 6m due to glare, he had not noticed that he had travelled past A2. His concentration was spent on taxiing the a/c safely. It was only on seeing an a/c approaching from the left and turning in front of him onto Taxiway A, that he realised his error and brought the a/c to a halt.

PIPER PA34	UNKNOWN	En-route	CPT	24/04/2013	201304400
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Infringement of CAS (T) by a PA34 (initially unknown) squawking 7000 tracking towards CPT at 5100ft. A/c squawk changed to 4501. Oxford ATC were not aware of CAS-T. Standard separation maintained.

PIPER PA34	CONTINENTAL (TELEDYNE) USA 346 FAMILY	En-route	EGGW (LTN): London/Luton	06/04/2013	201303568
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Infringement of the Luton CTA (Class D) by a PA34 at 2600ft. Separation minima was maintained.

PIPER PA34	CONTINENTAL (TELEDYNE) USA 360 FAMILY	Taxi to runway	EGJJ (JER): Jersey, Channel Is.	10/02/2013	201301366
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During LVP, PA34 was given route clearance which was read back correctly. A few mins later visibility improved and PA34 was spotted holding at G. Pilot was instructed to make a 180deg turn and hold at A1. Pilot apologised and shortly after departed.

PIPER PA38	LYCOMING 235 FAMILY	Normal descent	Syerston	17/01/2013	201300410
<p>Infringement of the Syerston ATZ Gliding Site (Class G) by a PA38 at approx 1000 - 1200ft. No radio calls were heard. Infringement was within the published hours of ATZ however no flying was taking place at the time of the incident. Radar controller at Waddington was contacted and confirmed the PA38's callsign, allegedly stating they had been in contact with the PA38 previously but PA38 was squawking 7000 and not under their control. Reporter also alleged Waddington stated pilot had enquired whether flying was taking place at Syerston and pilot had stated they were at 2000ft descending to 1500ft to the West.</p>					
PIPER PA38	LYCOMING 235 FAMILY	Cruise	EGNT (NCL): Newcastle	08/02/2013	201301317
<p>A PA38 infringed Danger Area (D512) at 5100ft. A/c was in receipt of a BS from Newcastle Tower. Newcastle radar made a call to Tower notifying them of the infringement. A/c then instructed to turn East to vacate the area, which it did.</p>					
PIPER PA38	LYCOMING 235 FAMILY	En-route	EGCC (MAN): Manchester/Intl	05/04/2013	201303537
<p>Infringement of the Manchester CTR (Class D) by a PA38. The a/c was requested to turn left to leave the zone, which it did. There was no conflict with other traffic in the area. Solo student cross-country flight. Pilot error acknowledged.</p>					
PITTS (Special)	UNKNOWN	Cruise	EGLD : Denham	26/04/2013	201304447
<p>Two infringements of the London CTR (Class A) by a Pitts Special. Standard separation maintained. Appropriate CAA action is being taken as a result of this incident.</p>					
PITTS S1T	LYCOMING 360 FAMILY	Unknown	EGLM : White waltham	31/03/2013	201303388
<p>UK Reportable Accident: A/c flipped over following braking. One POB, no injuries. A/c suffered extensive damage. Subject to AAIB AARF investigation.</p>					
PITTS S2	UNKNOWN	En-route	EGSS (STN): London/Stansted	21/04/2013	201304203
<p>Infringement of the Stansted CTR and CTA (Class D) by a Pitts Special resulting in a loss of separation against an outbound A319. All subsequent departures stopped. Traffic info given.</p>					
ROCKWELL 112	LYCOMING 360 FAMILY	Missed approach or go-around	EGMD (LYX): Lydd	07/02/2013	201301390
<p>Go-around flown for visual inspection due to unsafe gear indication. Undercarriage appeared down and normal and the a/c landed safely.</p>					
SAAB 340	GENERAL ELECTRIC USA CT7 SERIES	Cruise	EGPO (SYY): Stornoway	23/04/2013	201304345
<p>Whilst in Class G airspace, SF340 pilot alleged that a C406 flew close enough to cause them concern. Traffic info given.</p>					

SLINGSBY T67	LYCOMING 540 FAMILY	En-route	EGVT-Wethersfield	08/04/2013	201303655
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Infringement of the Stansted TMZ1 (Class G) by a Firefly T67M.

UNKNOWN	UNKNOWN	Take-off	EGOE : Ternhill	06/01/2013	201300079
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Infringement of the Ternhill ATZ (Class G) by an unknown flexi-wing microlight.
The microlight had departed at 1538hrs from a microlight site to the North of Ternhill within the ATZ. No radio contact was made with Ternhill. Ternhill was active at the time with motor-gliderng conducting engine-stopped rejoins from the North of the field.

UNKNOWN	UNKNOWN	En-route	EGSS (STN): London/Stansted	20/04/2013	201304177
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Infringement of the Stansted CTR (Class D) by a low wing light a/c. Standard separation maintained. Stansted departures suspended.
Appropriate CAA action being taken as a result of this incident.

VANS RV6	LYCOMING 320 FAMILY	Cruise	EGMC (SEN): Southend	31/03/2013	201303316
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Infringement of LTMA (Class A) by an RV6 (operating with other similar a/c) at 4000ft. The controller restricted the level of an outbound a/c to 3000ft to avoid potential conflict. Standard separation maintained.

VANS RV8	LYCOMING 360 FAMILY	Landing roll - on runway	Adbury Park	17/01/2013	201304435
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UK Reportable Accident. A/c nosed over on landing due to wet ground. One POB no injuries. Subject to AAIB AARF investigation.

VULCAN P68	LYCOMING 360 FAMILY	Scheduled maintenance	EGNR : Hawarden	15/04/2013	201303932
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Flight crew seat reinforcing tubes found sheared during scheduled maintenance.
A/c on 50hr scheduled maintenance check following reports of RH seat difficult to adjust. On inspection both seat pan reinforcing tubes found to be sheared at the rivet holes. LH seat checked and one of the reinforcing tubes seen to be sheared at the same location. Other a/c found to have same defect. Seats have been removed and sent to manufacturer for investigation.

ZENAIR STOL CH701	JABIRU 2200	En-route	EGGW (LTN): London/Luton	07/04/2013	201303576
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Infringement of the Luton CTR (Class D) by a Zenair. The pilot appeared to realise he had infringed approx 3nm into the zone and turned around to exit. Separation minima was maintained.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 April 2013 and 30 April 2013

ROTARY WING AIRCRAFT

AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Approach	EGLW : London (Westland Hel)	16/04/2013	201303997
Infringement of the London CTR (Class A) by an AS355 squawking 7000 at 1200ft. Standard separation maintained. A/c identity was confirmed with Mode S. Pilot apologised and explained that he had experienced a radio problem.					
AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Cruise	EGNM (LBA): LEEDS BRADFORD	13/04/2013	201304331
Hydraulic oil tank leak. A/c returned. LH servo and limit captions illuminated. FRC's checked. A/c returned without further incident. On landing the LH hydraulic tank was found to be split and empty of oil. Engineering assistance sought and tank was replaced.					
AEROSPATIALE AS355	ALLISON USA 250 FAMILY	En-route	EGBJ (GLO): Gloucestershire	14/12/2012	201215044
Full emergency declared due to electrical failure. A/c returned.					
AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Standing : Engine(s) Not Operating	Ulaanbaatar Mongolia	15/02/2013	201301565
Airworthiness Directive inspection period overrun. EASA AD 2012-0170. Inspection of tail gearbox magnetic plug has overrun by eight landings.					
AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Scheduled maintenance	Newquay	19/02/2013	201301937
Incorrect installation of submersion actuator. During maintenance, the submersion actuator was found to be mounted in the incorrect location and orientation. It was found to be unserviceable (possibly due to being mounted horizontally rather than vertically). If the a/c had ditched in water, the cockpit voice flight data recorder would not have stopped recording due to ingress of water.					
AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	Scheduled maintenance	EBBK (ORM): Northampton/Sywell	18/02/2013	201302004
Fuel contents over read by up to 94kg. During defueling for a/c re-weigh, indications showed LH tank at 7kg but the RH tank at 94kg. Both low level warnings had illuminated at the same time. No previous reports of incorrect fuel indications. Contents indicating system fully checked and no adjustments were found to be necessary.					
AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	Standing : Engine(s) Not Operating	Andover	14/02/2013	201301875
Substantial oil system leak noticed from nr2 engine compartment drain. Inspection found that the engine's drain pipe union was loose at the engine reduction gear box. Once the pipe union was tightened and the system replenished, no leaks were apparent during ground runs. The drain pipes are not safety locked.					

BELL 206	ALLISON USA (Allison 250-C20J)	En-route	EGCC (MAN): Manchester/Intl	15/04/2013	201303949
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Alleged unprofessional behaviour displayed by pilot on being refused clearance through controlled airspace. Pilot had called to express his displeasure on being refused clearance through CAS. He had called late and showed no intention from his position to use the low level route and had called as the controllers were handing over in a medium traffic situation all of which led to the refusal. However, during the call the pilot indicated that he was still in the air whilst making the call. This was verified and the pilot was informed that he would be contacted once he was on the ground.

ENSTROM 480	ALLISON USA 250 FAMILY	Standing	Unknown	08/04/2013	201304303
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Failure of LH tail rotor pedal mounting bracket. As the pilot climbed into the a/c a crack was heard. On examination the tail rotor mounting bracket had partially come away from its correct position and was deemed unsafe. After contacting the manufacturer it was apparent that the design of the bracket was changed a long time ago. No Service Bulletin or Service Letter was published, so the necessary modification had not been carried out. Awaiting a repair scheme and an alteration to carry out the modification on three other pedal mounting brackets. Reporter believes other a/c could still be affected.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Approach	EGHU : Eaglescott	16/02/2013	201301640
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Forward restriction in cyclic flying controls during approach. Pitch flying control system visually inspected, cyclic movement checked, cyclic control operated with hydraulic power, no restriction found. A restrictive vibrating or chattering force was momentarily felt (approx 2secs) in cyclic stick when moved from an aft position moving forwards. The source was found to be the Pitch SAS SEMA (pitch damper). SEMA replaced. Functional tests carried out and a/c returned to service.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Hovering	Overhead Birmingham City Centre	06/04/2013	201303709
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Green laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Initial climb	EGBJ (GLO): Gloucestershire	12/04/2013	201303871
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Shortly after take-off rear sliding door of EC135 was found to have opened. Airspeed was kept to a minimum and a/c returned to dispersal. Crew had noticed an increase in air noise following take-off and looking behind saw that the right rear sliding door was open. It is believed that the door was closed during the walkround but not latched properly and subsequently opened due to forward airspeed in flight. Incident to be investigated by the operator.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Landing	EGLT : Ascot racecourse	12/04/2013	201303902
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Wire strike on landing. Damage to surface protection only of the four main rotor blades. A/c tasked on a HEMS mission on an astro turf football pitch. Landed approx 10ft to one side of the centre line. On walk around a wire was seen on the turf approx 4mm in diameter. On inspecting the a/c, scuff marks were seen on all four main rotor blades approx 4ft from the tip and radiating outward, consistent with contact with the wire. All marks in zone 1, four contact marks per blade that exceed 25mm behind metal erosion strip, four less than 25mm. No dents, delamination or cracks to blades. Crew were unaware of the wire strike and no change in rotor rpm. A/c returned to service.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	EGTK (OXF): Oxford/Kidlington	22/04/2013	201304242
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Incorrect specification of rubber sleeve fitted to tail rotor drive shaft. During maintenance, two of six tail rotor drive shaft bearing rubber sleeves were replaced. After having flown 76.25hrs it was established that the incorrect modification level of rubber sleeve was used. AOG awaiting replacements.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Intermediate approach	Roche	25/02/2013	201301975
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Fuel fumes apparent during approach.

Fuel leak from engine traced to nr2 engine adjusted fuel valve. Valve replaced iaw EMM and ground runs carried out for leak checks, all satisfactory.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Not Operating	EGPC (WIC): Wick	13/02/2013	201301648
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Engine fuel leak discovered prior to flight.

When engine covers were opened, the decking of the engine bay was seen to be covered in a layer of fuel which was dripping from the collection box connecting the engine drain valve to the drain lines. Engineering assistance sought. Investigation traced the fault to the nr1 engine adjusted fuel valve. Valve replaced and tested before a/c returned to service.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Air taxi/hover taxi	EGSM : Beccles	28/03/2013	201303429
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Damage caused to a parked a/c by helicopter downwash.

During hover taxi on arrival under marshaller's guidance pilot decided that marshaller's instructions were unsafe. Pilot elected to deviate from route indicated by marshaller. During detour helicopter downwash caused a parked a/c to tip onto RH wing causing damage to wingtip. Pilot accepts that an error of judgement was made. The incident has been made aware to all crews to highlight the dangers of hover taxiing near light a/c.

EUROCOPTER EC155	UNKNOWN	En-route	En route	21/02/2013	201301827
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Engine chip warning indication. PAN declared with diversion.

MBB BK117	TURBOMECA, FRANCE ARRIEL	En-route	Lippitts Hill	19/04/2013	201304131
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A/c returned due to abnormal intermittent rumbling noise in flight. No vibrations, control issues or indications apparent.

Inspection found the drive belt, between the tail rotor drive shaft mounted air conditioning pulley and the air conditioning compressor, was no longer under tension. Further investigation revealed that the air conditioning drive belt pulley (normally attached to the rotor brake disc by three wire locked bolts) had detached and worked its way past the adjacent drive adapter/flexible coupling pack, causing considerable mechanical damage to the pack (from repetitive impact) and to the drive shaft (by scoring). Remaining fleet grounded for inspections, no faults found. Initial examination of the equipment maintenance manual indicates no specific inspection pertaining directly to this pulley although the compressor itself, the mount and the drive belt are mentioned. The OEM has been appraised of the event.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Aircraft repair	EGXZ : Topcliffe	23/04/2013	201304340
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Damper sleeves damaged. Suspected heavy landing.

Engineers were carrying out reseating of main rotor blade pins. On climbing on the a/c to carry out this task a loud creaking/grinding noise was heard coming from the RH side undercarriage damper. On inspection the damper outer sleeve was found to be misaligned with the inner sleeve. The LH damper was inspected and found to be in the same condition. On removing both outer covers, two of the LH side outer sleeve locating spigots had been sheared and one on the RH side. There was evidence of binding between the inner and outer sleeves on both dampers. Further inspection of the forward cross tube revealed significant lateral movement (1/2in) of the cross tube within the saddle clamps. Engineers suspect the damage was caused by a heavy landing. A/c to be inspected for hard landing. On loading the a/c onto the low loader for road transport the remaining three pins that had not sheared previously now sheared and both LH and RH damper sleeves were now free to move around the damper.

OTHER (Rotorsport UK Calidus)	BOMBARDIER ROTAX 914	En-route	EGHI (SOU): Southampton	15/02/2013	201301802
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Infringement of Solent CTA (Class D) by a Calidus Gyroplane at approx 3000ft. The pilot's GPS signalled he was outside the CTA. No loss of separation was reported.

ROBINSON R22	LYCOMING 360 FAMILY	Standing	EGKR (KRH): Redhill	16/02/2013	201301617
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Student mobile phone migrated out of under seat storage area.

Student placed his mobile phone in the baggage area under the pilot's seat. After the lesson he went to retrieve his phone and could not locate it. Instructor opened the removable panel at the front of the baggage area and found the phone behind this panel under the carburettor heat control and hour meter panel.

ROBINSON R22	LYCOMING 360 FAMILY	Air taxi/hover taxi	EGKR (KRH): Redhill	11/04/2013	201303785
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UK Reportable Accident. A/c in hover rolled over coming to rest on its side. One POB no injuries. Subject to AAIB AARF Investigation.

ROBINSON R44	LYCOMING 540 FAMILY	En-route	EGUW : Wattisham	13/04/2013	201304568
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Infringement of the Wattisham ATZ (Class G) by an R44 at approx 300ft agl during active gliding activity. Helicopter was observed to fly low level across airfield crossing the main runway at the North threshold of R/W05.

Appropriate CAA action is being taken as a result of this incident.

UNKNOWN (Rotorsport UK Calidus)	BOMBARDIER ROTAX 914	Take-off	EGNW : Wickenby	10/04/2013	201304106
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UK Reportable Accident: A/c wing struck ground on rotation. Came to rest on its side. One POB minor injuries. Subject to AAIB AARF investigation.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 April 2013 and 30 April 2013

OTHER

CAMERON		Landing: Other	Shrewsbury	06/04/2013	201303679
Street lamp damaged by handling line whilst manoeuvring balloon during landing. No passenger injuries reported and no damage to the balloon.					
CAMERON A300	OTHER (N/A)	Stabilized descent	Conisborough	10/04/2013	201303869
Balloon landing in lightly wooded area due to lack of wind movement. Pilot made the decision to gently put the balloon down after at least 2hrs trying to move the a/c away from railway lines and a river. The a/c had become almost stationary and the a/c was brought down with complete control. Passengers were all calm, there were no injuries sustained and only minor damage to the balloon envelope.					
CENTRAIR 101	OTHER (N/A)	Landing	EGBK (ORM): Northampton/Sywell	20/04/2013	201304298
UK Reportable Accident: Glider damaged on landing. One POB, no injuries. Glider extensively damaged. Subject to BGA investigation.					
GLASFLUGEL H201	OTHER (N/A)	Approach	Liptovska Luzna	16/04/2013	201304456
Foreign Accident: During approach for emergency landing a/c struck a tree and crashed. One POB serious injuries. Subject to foreign Authority investigation.					
SCHLEICHER ASK16	LIMBACH L 2000	Taxiing to/from runway	Hinton-in-the-Hedges Airfield	03/04/2013	201303835
Whilst taxiing and turning downwind, wind caught under tailplane and nose tipped. Propeller struck ground.					
SCHLEICHER ASK18	OTHER	Landing	Camphill Airfield	06/04/2013	201304064
UK Reportable Accident: A/c ground looped on landing. One POB no injuries. Investigation delegated to BGA.					

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 April 2013 and 30 April 2013

ABBREVIATIONS

AAIB	Air Accidents Investigation Branch
AAL	Above aerodrome level
AARF	Aircraft Accident Report Form
A/c	Aircraft (or a/c)
AD	Airworthiness Directive
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.
