



OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 January 2014 and 31 January 2014

FIXED WING AIRCRAFT

AUSTER AUSTER J (J5K)	OTHER (Blackburn Cirrus Minor IIA)	Cruise	Oakham	30/11/2013	201316987
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Serious Incident: Aileron control snapped in flight. Two POB, no injuries and no damage resulted. Subject to AAIB AARF investigation.

AVIONS ROBIN DR400	LYCOMING 360 FAMILY	En-route	EGLM : White waltham	09/01/2014	201400287
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Infringement of the London CTR (Cass D) by an aircraft squawking 7000 with Mode C showing 1200ft. CAIT activated. Standard separation maintained.

AVIONS ROBIN DR400	LYCOMING 360 FAMILY	Take-off	Stow Maries, Essex	19/01/2014	201400656
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UK Reportable Accident: Right wing clipped ground during take-off resulting in crash. Extensive damage to engine, RH wing and landing gear. Three POB, no injuries reported. Subject to AAIB AARF investigation.

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	

BAC JET PROVOST	ROLLS-ROYCE VIPER	En-route	EGGW (LTN): London/Luton	28/12/2013	201316810
<p>Infringement of the Luton CTR (Class D) by an unknown aircraft squawking 5034, climbing to 3000ft. Aircraft identified via Farnborough LARS as a Jet Provost. Standard separation maintained.</p> <p>Supplementary 04/01/14: A Jet Provost, got airborne for North Weald. The pilot stated they were heading up to the North and would climb to FL100 as airspace allowed. The pilot was issued a squawk of 5034 and a basic service. The RT quality from the pilot was very quiet. As the aircraft was passing abeam BKY Farnborough LARS noticed they were climbing through 3.0A (just in the position where the airspace base changes from 2.5A to 4.5A). Farnborough LARS told the pilot they believed they had just infringed the Luton CTA and instructed them to remain outside controlled airspace. The pilot acknowledged this and continued enroute to the north leaving Farnborough's frequency. The Farnborough LARS North and East frequencies were busy and bandboxed. During this period, there was not enough radar qualified ATCOs on unit to split the frequencies. Luton phoned to request the details of the aircraft as they were also going to file an Infringement report.</p> <p>Supplementary 06/01/14: Radar replay confirms that the Jet Provost climbed to 3000' approximately 1nm before the LTMA 4500' boundary. The pilot subsequently telephoned Farnborough LARS. The pilot was flying as instructor with another pilot, they leaned forward to change a setting and when they looked up they noticed they had climbed. The pilot was very apologetic over the event.</p>					
BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Final approach	EGBB (BHX): Birmingham	04/11/2013	201314305
<p>Landing gear failed to travel when selected down.</p> <p>On approach gear selected down but failed to travel. ATC advised to break off the approach. During investigation of the problem it was noticed that the gear relay circuit breaker was out. CB reset and gear selected down. Three greens safe indication received. To confirm ATC suggested a low pass for a visual check. Landed safely.</p> <p>Supplementary 17/12/13: From Tech log 1729, On initial selection of U/C down, U/C failed to travel. Gear CB found popped, CB reset and gear function satisfactory. No further problems noted following CB reset so aircraft flown to base and fault reported to engineering. From Tech log 1730, Re previous tech log entry, gear functioned satisfactory last sector. Reported to engineering. On return to base, aircraft was jacked and U/C system function carried out. No defects noted - All normal. A/C de-jacked. The defect was discussed with the CAM and as the CB reset and remained set with no problems encountered, the aircraft was flown normally back to base where further function checks and inspections by engineering revealed no defects. The aircraft was returned to service and since this event has flown without any re occurrence or problems noted (6 landings). Unable to establish original cause of the CB being popped. Possibly a "spike" at some stage but nothing reported. CAM to monitor.</p>					
BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Initial climb	LPPR (OPO): Porto	14/11/2013	201314812
<p>Aircraft returned due to fuel filler cap not properly seated.</p> <p>This was not detectable during normal pre-departure walk-round as the cap was, in fact, flush. Shortly after take-off I noticed fuel vapour escaping so made a short circuit to land as a precaution. I re-seated the fuel cap properly and continued with the flight.</p> <p>Supplementary 14/11/13: Although this issue appears to be a handling and pre departure inspection issue, an check of the LH outer fuel filler cap was performed by the engineering manager and CAM. It was noted that when correctly fitted, the cap was flush with the wing surface surrounding the opening but it was possible to fit the cap slightly canted and lock it position. In this condition, the cap did not lie flush with the wing surface and leakage was possible. The engineering manager suggested that a plastic version of the cap was trialled and this was tested and it was found that the cap could only be correctly fitted in a sealed position.</p>					
BEECH 200	UNKNOWN	Taxi to take-off position	EGPB (LSI): Sumburgh	27/12/2013	201316794
<p>FOD. An aircraft, lining up on R/W09 reported FOD, West of their position. Ops vehicle recovered a piece of foam approx 2ft long.</p>					
BEECH 200	UNKNOWN	En-route	EGNS (IOM): Isle Of Man/Ronaldsway	17/12/2013	201316815
<p>Infringement of CAS, believed to be Airway L15 (Class A), by a BE200 at FL190. Standard separation maintained.</p> <p>BE200, on leaving controlled airspace, and leaving the Antrim frequency, turned hard left and entered controlled airspace near the IOM, necessitating the stopping-off of the climb of a Belfast city outbound. Separation was not compromised.</p>					

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Normal descent	EGHI (SOU): Southampton	04/01/2014	201400084
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Aircraft descended below cleared 5000ft and reached 4600ft before climbing back up to 5000ft.

Supplementary 08/01/14:

Whilst right hand downwind under vectors for an ILS to RWY20 aircraft experienced turbulence and loss of indicated airspeed. Power was increased and aircraft was hand flew in order to minimize altitude variations, the turbulence and airspeed fluctuations were short in duration. Aircraft then reported the conditions to Southampton approach frequency before carrying out a standard approach and landing experiencing no further turbulence.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Taxi from runway	EGDY (YEO): Yeovilton	08/01/2014	201400335
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On taxi-in and shutdown, flaps failed to retract.

Following the partial calibration of the PAR, a visual circuit and landing was made on runway 27. The flaps extended as normal during the approach. During the taxi-in the flap lever was selected up but the flaps failed to move to the up position (the indicator suggests the flaps moved fractionally then stopped). Both the 'Flap Control' and the 'Flap Motor' CBs were intact. A post flight inspection revealed that there was a small degree of asymmetry between the right hand outboard and inboard flap. Further investigation revealed the bolt linking the actuator to the flap was missing on the right hand outboard flap and this portion of flap was 'loose'. ATC were notified that the bolt was missing and a FOD inspection was carried out on Runway 27 and the taxiways. The bolt was not found. Prior to departure on this sortie (the first of the day) the flaps were cycled fully and functioned normally during this test.

Supplementary 28/01/14:

As the bolt was not recovered it is not known exactly what the problem was but there are two likely scenarios: The retaining stiff nut came off the bolt at some point allowing the bolt to work its way out of the attachment during taxi. The bolt broke and fell out of the attachment during taxi. Due to the way the bolt is retained this is considered to be unlikely but the possibility can't be discounted without evidence. As a precautionary measure the other flap to actuator bolts were checked to ensure they were tight and were found to be so. On return to base all the flap to actuator stiff nuts and bolts were replaced; one being found with insufficient locking function. The other aircraft in the fleet were checked to ensure the bolts were serviceable with correct locking function with no further problems found. This occurrence has been passed on to CFI's maintenance organisations for information. From the replies received it would appear that there is no consensus about whether the stiff nuts should be replaced as a matter of course or just checked for correct function. Amendments to the CFI maintenance programmes have been raised to include a check for security of the stiff nuts during pre-flight inspection.

BEECH 200	UNKNOWN	Normal descent	MCT	10/01/2014	201400346
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Loss of separation between a BE200 and an ATR42 during radar vectoring in descent to R/W23R.

Whilst vectoring two aircraft downwind ATC descended the first aircraft (BE200) to an altitude of 5000ft with approx 18 miles to touchdown for 23R. Minimum stack level was FL70 and thus the aircraft behind (ATR42) was instructed to maintain FL70, thus maintaining standard prescribed separation. The position of the labels was North West of targets. The ATR42 aircraft was at this stage 3 nm+ behind the BE200 with standard separation being 3 nm. As the BE200 was descending it appeared they changed their altimeter from 1013Hp (for application of flight level) to the QNH (for descent to altitudes). As they did this, their mode C readout on the radar display indicated that they were descending through A49, A48. ATC believe they took this as a mental cue that the aircraft was leaving A50 and descending to the next level which is usually used in this area of airspace (A40). When the readout indicated A48 ATC descended the aircraft behind (ATR42) to altitude 5000ft (A50) as ATC believed they had given the first aircraft the descent instruction to A40. At this stage the separation was not less than 3 miles. The separation became less than 3 miles when ATC turned the BE200 onto base leg and turned the ATR42 onto a wider heading in anticipation of a base leg. The label position was then in a position between the two aircraft which made the distance between them more obscured and making the actual distance more difficult to ascertain. The distance between the two aircraft was 2.5-2.7 miles at the closest point. ATC did not give avoiding action as the closest distance between them was momentary and their tracks were increasing the distance as rapidly as any action would have done.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	En-route	EGSS (STN): London/Stansted	23/01/2014	201401058
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Green laser attack.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Unknown	BKY	20/12/2013	201316827
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Infringement of the Stansted CTA (Class D) by an aircraft squawking 7000 at 2800ft.

After reviewing the radar replay the investigation has confirmed that the aircraft crossed the CTA boundary at 2800ft before descending. Mode S had 2400ft selected and it is believed that the pilot aware of the airspace had descended late. No loss of separation occurred.

BEECH 55	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Approach	EGBJ (GLO): Gloucestershire	25/11/2013	201315279
<p>Precautionary engine shut down due to oil loss. The pilot reported inbound with one engine shut down as a precautionary measure due to oil loss. The pilot did not declare an emergency, however full emergency action was initiated. A straight in approach to R/W09 was coordinated with ADC and a safe landing was effected. Emergency services were stood down as the aircraft taxied back to the apron.</p>					
BEECH 90	UNKNOWN	Cruise	EGTR : Elstree	01/11/2013	201314080
<p>Autopilot failed to capture altitude, resulting in an infringement of the London TMA. Another aircraft had to be turned off the SID to avoid. The aircraft was identified and a call was made to the pilot. The pilot called in and explained that due to a fault, the autopilot did not capture the altitude and this resulted in climbing to 2.7A. He has arranged to have the autopilot inspected before departing and assured that he will be vigilant and hand fly the aircraft if necessary. The pilot was aware of the severity of infringing the LTMA and was very apologetic.</p>					
BRITTEN NORMAN BN2	LYCOMING 540 FAMILY	Standing	EGEW (WRY): Westray oi	11/01/2014	201400930
<p>No ground personnel or fire fighters on arrival at Westray and similar situation on arrival at next sector. Pilot subsequently departed without any fire cover.</p>					
BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Rejected take-off	EGJA (ACI): Alderney,Channel Is.	31/10/2013	201314040
<p>Rejected take-off due to birdstrike. No birds on backtrack of runway. On turn round about part way down runway a flock of birds took off, a thud was felt, so I aborted the take off. The runway was very wet, and later it was found a tyre was flat. Back on stand there were remains of blood and innards on cowl, the fire crew returned with the major components of the bird which had been chopped into several pieces as it went through the prop. The bird was a black backed gull. After a good check for bits in the engine nacelle, as no damage was seen, we continued to destination where the engineers rechecked and found the aircraft undamaged.</p>					
BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Taxi to runway	EGJA (ACI): Alderney,Channel Is.	08/01/2014	201400306
<p>Runway incursion. An aircraft taxied past cleared Holding point B.</p>					
BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Landing roll - on runway	EGJA (ACI): Alderney,Channel Is.	12/01/2014	201400364
<p>Serious Incident: Runway excursion in crosswind. Seven POB, no injuries. Damage to runway edge lights. Subject to AAIB AARF investigation.</p>					
BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Rejected take-off	EGJB (GCI): Guernsey, Channel Is.	18/10/2013	201313361
<p>Rejected take-off due to illumination of LH alternator 'low volts' light. Alternator would not reset so aircraft returned to stand for engineering assistance. A loose wire was discovered and mended before aircraft returned to service.</p>					
BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Cruise	En route	03/01/2014	201400102
<p>Lightning strike. Just before reaching ORTAC at FL50 the aircraft was struck by lightning. The aircraft was VMC in sight of the surface but in rain with poor horizontal visibility. White flash with a bang but no smell I was therefore confident the strike had not affected the inside of the cabin. Other than that there was no indication as to where it had hit. Both the Garmin and Aspen screens went blank for a second. The Garmin came back with "No GPS Position" and stayed like that for several minutes. The Aspen came back seemingly normal but with the GPSS in yellow indicating it was not getting GPS data from the Garmin. The Autopilot ALT Hold had disconnected and the TRIM fuse had popped out. As I was in sight of the surface I decided to take the A/P out completely and hand fly the A/C and request descent. I soon got sight of Alderney. ATC cleared me down to 2000 feet. I had also informed Ops but on approaching ACI they requested I divert to. I started this action but it soon became evident that by looking out of the window and destination ATC that I would not make it before the weather there deteriorated to IMC I therefore returned to land at destination. Tower informed me, once I had parked, that a black patch was visible on the Starboard wing tip upper surface and that the wing tip fuel filler cap was off and trailing on its cord.</p>					

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	En-route	EGGP (LPL): Liverpool	30/11/2013	201315577
Infringement of the Liverpool CTR (Class D) by a C150 squawking 7366 at 1300ft. Standard separation maintained. Aircraft in receipt of a Basic Service was undertaking a navigational exercise. Pilot was instructed to turn East immediately and head East to exit CAS remaining VFR, but was seen heading South East not East as instructed and was again told to turn East to exit CAS.					
CESSNA 150	CONTINENTAL (TELEDYNE) USA Other	Take-off	Overhead Mansfield	14/01/2014	201400815
Green laser attack.					
CESSNA 150	CONTINENTAL (TELEDYNE) USA Other	En-route	Overhead Scunthorpe	16/01/2014	201400819
Green laser attack.					
CESSNA 152	LYCOMING 235 FAMILY	Cruise	HEN	29/11/2013	201315547
Infringement of the LTMA (Class A) by an aircraft squawking 7000, indicating 4500ft. Aircraft identified as a C152. CAIT activated. Standard separation maintained. C152 pilot later acknowledged the infringement and reported that the wind had increased from 30kts to 45kts which had resulted in the aircraft drifting further East than intended.					
CESSNA 152	LYCOMING 235 FAMILY	Climb to cruising level or altitude	EGNR : Hawarden	09/01/2014	201400309
Infringement of part of Liverpool's delegated Class A airspace by an aircraft squawking 7000 at 3500ft. Standard separation maintained. The 7000 was monitored as it descended outside of controlled airspace and routed southbound to land at its destination. A phone call was made and pilot was informed of the incident. No aircraft were affected at the time of the airspace infringement.					
CESSNA 152	LYCOMING 235 FAMILY	Level off- touchdown	EGSG : Stapleford	14/01/2014	201400544
UK Reportable Accident: Nose leg collapsed and detached on landing. One POB, no injuries reported. Aircraft damage to be confirmed. Subject to AIB AARF investigation.					
CESSNA 172	LYCOMING 320 FAMILY	Climb to cruising level or altitude	EGOS : Shawbury	08/01/2014	201400289
Infringement of the Shawbury ATZ (Class G) by an aircraft squawking 7000 passing 1900ft. Pilot had failed to comply with Sleaf Letter of Agreement to remain inside Sleaf ATZ until not below 2000ft Shawbury QFE. With no traffic to effect pilot was instructed to maintain his current track, in order to vacate at the earliest opportunity.					
CESSNA 177	LYCOMING 360 FAMILY	Cruise	EGLD : Denham	29/12/2013	201316817
Infringement of the London CTR (Class A) by an unknown aircraft squawking 7000, at 2400ft. Aircraft identified via Denham as a C177. Standard separation maintained. An aircraft (Mode S) was seen departing the confines of the Denham LFA to the north they climbed to 2.4A (occasionally 2.6A) and turned south-westbound towards the London zone. The aircraft then entered the London zone at 2.4A West of the Denham LFA tracking towards White Waltham. Heathrow northbound departures were stopped at 1302z, the aircraft only entered by approximately 1nm before turning right to leave controlled airspace north-westbound. All Heathrow deps restarted at 13:03z. TC called Denham to ascertain the aircraft type.					

CESSNA 177RG	LYCOMING 360 FAMILY	Scheduled maintenance	EGBM : Tatenhill	22/12/2013	201316574
<p>Unapproved modification installed. Whilst performing an ARC review the following non compliance was found. A JPI fuel flow device and EDM800 engine data monitoring system was found without any regulatory approval. The reporter suggests there are a number of other aircraft that have been upgraded in a similar fashion by the same maintenance organisation.</p>					
CESSNA 177RG	LYCOMING 360 FAMILY	Other	EGBO : WOLVERHAMPTON	12/12/2013	201316605
<p>Airworthiness Directives non compliance. Following a physical survey and examination of the log books, no evidence of compliance with three Airworthiness Directives. Number of defects also found.</p>					
CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Cruise	EDLV (NRN) : Niederrhein	01/09/2013	201317102
<p>Infringement of Niederrhein Class C airspace by a C182 at 1500ft. ATC delayed an airliner's departure from R/W27 until the C182 had cleared the control zone.</p>					
CESSNA 310	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Standing	EGAA (BFS): Belfast/Aldergrove	05/12/2013	201315799
<p>Plastic portable traffic barriers made contact with a parked aircraft. Several traffic barriers had become dislodged due to gale force winds. Following a severe gust of wind these were picked up and moved approx 200m. The barriers struck the aircraft and came to a halt. Damage to 1 propeller spinner (port) and pitot head. Also some damage to engine cowling and under wing on starboard side. Barrier dimensions approx 1m in height by 2m long with 800mm width base. These are normally filled with water when in position around temporary worksites but these were not. All barriers of this type removed from airside areas and stored within a building.</p>					
CESSNA 337	LYCOMING 360 FAMILY	En-route	London Bridge	17/01/2014	201400545
<p>VFR aircraft at 1600ft reported structural damage while airborne after passing in close proximity with military helicopter. Traffic info given.</p>					
CESSNA 402	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Scheduled maintenance	EGBT : Turweston	12/12/2013	201317009
<p>Fitting of unapproved components. Following a maintenance check where the nose landing gear had been removed for NDT it was found that that a temporary repair had been fashioned from two drilled 2pence pieces and fitted to retain damaged bearings. The approved maintenance organisation did not inform aircraft owners of the non standard repair which did not conform to any approved maintenance publication or practice. The aircraft owner has since withdrawn from any contractual arrangement with the approved maintenance organisation.</p>					
CESSNA 406	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Standing : Engine(s) Not Operating	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	15/11/2013	201314753
<p>Nose wheel mud guard damaged. After shutdown, during aircraft inspection, nose wheel mud guard was found to be detached. On landing, it was discovered that the nose wheel mud guard had broken at the pins but was still attached via hinge at the top. One pin was broken at one end and the other pin was missing. Ops informed ATC at both airports. It was later found on the taxiway at departure airport.</p>					

CESSNA 406	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Taxi to runway	EGNH (BLK): Blackpool	22/01/2014	201400853
<p>Braking capacity found to be inadequate following brake maintenance. During engineering handover and prior to leaving, the crew were advised by the Maintenance Organisation that due to brake maintenance, the brakes would feel different for a while. On first moving off, the brakes appeared to be working satisfactorily, but when approaching holding point, the Captain felt that braking was inadequate. Even at idle power with large braking forces applied at the pedals, the aircraft continued to roll forward. The Captain feathered the propellers and stopped the aircraft short of the holding point. ATC gave permission to enter the runway and then exit back to the maintenance apron. The propellers were unfeathered and with reduced braking the aircraft was taxied very slowly back to the maintenance area stopping well clear of any obstacles. During this taxi back the LHS brakes improved, but the P2 found it difficult to stop the aircraft with his brakes. It was found that the burn in procedure to be accomplished after installation of new brakes had not been carried out. This requires 3 hard braking sequences from between 39 and 43 knots to glaze new brake blocks and should only be performed by a qualified pilot. Neither pilot had performed this exercise previously nor knew of this maintenance procedure despite many hours on type. No instruction to carry it out was received from the Maintenance Organisation.</p>					
CESSNA 421	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Cruise	BCN	17/01/2014	201400566
<p>Loss of separation between a C421 (believed) and a B737. Traffic info and avoiding action given. B737 called on frequency climbing to FL160, LACC cleared the aircraft to climb FL170 and gave traffic information on a slow crosser working Western Radar squawking 3771 at FL180. The planner as a courtesy called Western radar to tell them that they were climbing to a level 1000ft feet below their crosser. LACC noticed the crossing aircraft's mode C indicate the aircraft slowly descending FL178 then FL177, at this time LACC issued avoiding action and told the B737 to descend FL160 explaining that the previously mentioned traffic seemed to be descending. The B737 said they had the aircraft on TCAS. Supplementary 20/01/14: A clearance was obtained by Western Radar with S23 for an aircraft to cross S23 at FL190 and a C421 also to cross at FL180. While both aircraft were approx BCN, S23 called to inform that a B737 would be climbing to maintain FL170 beneath. SLAM controller confirmed on the phone that the conflicting traffic (C421) would maintain FL180. At sometime between 12:35 and 12:40 C421 was observed at FL177 - more than 200ft from cleared level FL180. As soon as SLAM controller saw it, they immediately informed C421 that their cleared level was FL180 on 1013 hectopascals. Shortly afterwards a call was received (believed from S23) to inform SLAM controller that avoiding action had been taken on B737, which was beneath C421. C421 confirmed they were on 1013 hectopascals and suspected a problem with their equipment.</p>					
CESSNA 421	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Taxi	EGTC : Cranfield	17/10/2013	201314236
<p>LH engine rich cut during before take-off check. In accordance with the 'Before Take-Off' items in the aircraft checklist, the auxiliary fuel pump switches were selected from 'LOW' to 'ON' in turn. When the right engine auxiliary fuel pump was selected on the right engine continued to operate normally; however, when the left engine auxiliary fuel pump was selected on the left engine slowed to a stop. The left auxiliary fuel pump was selected 'OFF' and the engine restarted. The checklist items were repeated and when the left auxiliary fuel pump was selected 'ON' the left engine once again slowed to a stop. It was suspected that the engine driven fuel pump output pressure switch was indicating low fuel pressure, which was causing the left auxiliary fuel pump to operate in the high flow mode when selected on, which was then causing a rich cut of the left engine. The left auxiliary fuel pump was selected off and the engine restarted; the sortie was cancelled and the aircraft was taxied back to the hangar and shut down normally. The issue was explained to the maintenance organisation and a defect was raised in the aircraft technical log. Following the reported defect the maintenance organisation carried out an engine ground run and the fault was confirmed. Initial investigation was to check the LH fuel boost pump control wiring together with its associated switches and relays which were all confirmed to operating correctly with no visual defects evident. The engine driven fuel pump output pressure switch was removed and bench tested and found to be operating at the correct pressure and switching electrically without fault. This test was repeated several times and each time operated correctly. The pressure switch was refitted and a further ground run carried which revealed the system was now operating correctly without fault. At least two further longer ground runs were carried and the system continued to operate without fault. Most probably cause was the engine driven fuel pump output pressure switch initially sticking. The aircraft has since flown 13 hours without any further problem.</p>					
CESSNA 421	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Cruise	En route	05/11/2013	201314574
<p>Cabin altitude warning light illuminated during flight. Several leaks were found during the engineering rectification work. The largest of which were found around the edge of the camera observation window and from the pipework between the turbo bleed and the cabin. It was considered that the combination of the leaky cabin and pressurisation pipework led to the slow rise in cabin altitude to 10,000 feet PA. The leaks were sealed and following an air test, during which the aircraft reached FL180, the aircraft was declared serviceable.</p>					
CESSNA 510	PRATT & WHITNEY (CANADA) Other	Climb to cruising level or altitude	En route	30/01/2012	201216068
<p>Door seal out of position and trapped in incorrect position causing noise and airflow past door. During the climb out a loud noise was heard from the main door. Air was felt to be flowing out past the door seal in one area. Wetted toilet paper was applied to the area, as it froze it reduced the flow of air past the door seal. On arrival it was found that the door seal was not in the correct fitted position and that it had become trapped with a portion protruding out of the door frame into the airflow. The seal must have been trapped when the door had been closed prior to departure. The aircraft was operated for another three flights with the last terminating in the maintenance base. The door seal was then refitted by the engineers and a technical log entry made that this had been done in accordance with the necessary work instruction.</p>					

CESSNA 525	WILLIAMS FJ44	Scheduled maintenance	EDDW (BRE): Bremen	16/01/2014	201400547
<p>Crack found on pressure bulkhead seal cap. During inspection, a possible crack was found on the aft pressure bulkhead seal cap. Performed detailed visual inspection. Performed eddy current inspection (NDI) and dye penetrant inspection. Crack was clearly identified during the inspections on LH side between LBL 0.25 and 4.50, on RH side between RBL 0.25 and 3.75. Engineering informed.</p>					
CESSNA 525	WILLIAMS FJ44	Cruise	En route	31/12/2013	201316894
<p>Serious Incident: Aircraft returned after reported to have stalled at FL430. Two POB, no injuries. Stress damage to both wings. Subject to AAIB Field investigation.</p>					
CESSNA 525	WILLIAMS FJ44	Scheduled maintenance	EGCN : DONCASTER SHEFFIELD	22/01/2014	201400832
<p>Cracked rear bulkhead seal cup. During the installation of engine throttle cables, a longitudinal crack in the AFT Pressure Bulkhead Seal Cup was observed. Upon closer inspection it was observed that the crack measured approx 2in and ran along the aft face to inboard radius. NDT was carried out and crack confirmed. Seal cup replaced on advisory from manufacturer.</p>					
CESSNA 525	UNKNOWN	Climb to cruising level or altitude	WILLO	09/01/2014	201400290
<p>C525B, departing on BOGNA SID, climbed to 5800ft instead of initial SID step climb of 5000ft. Standard separation maintained. Reporter was operating as the WILLO controller and noticed that a C525B, who had not called on the frequency was passing 5200' with 6000' selected. As the aircraft checked in reporter asked them to confirm what level they were stopping at. They were at 5800' at this time although briefly dropped to 5700'. The pilot said that they were climbing to 6000'. Reporter instructed the pilot that the SID was a stepped climb and that they should only climb to 5000' initially.</p>					
CESSNA 525	WILLIAMS FJ44	Climb to cruising level or altitude	EGJJ (JER): Jersey, Channel Is.	08/01/2014	201400255
<p>Airfield radar RDP displaying inaccurate misleading data. Reporter was the approach controller when they received a release request for an aircraft which they released, at the time reporter was using the Airfield Radar. When the aircraft got airborne the Airfield Radar had intermittent capture of it with the target switching between actual and coasted tracks on approximate heading of 045 degrees, this drew reporter's concern as this indicated the aircraft was pointing straight at a TV mast. As reporter phoned the ADC to check they switched radar sources, this showed the aircraft as being steady on the extended centreline of runway 09 which checked out with what the ADC said. Eventually the Airfield Radar information reflected that received and showed the aircraft on the extended centreline and climbing.</p>					
CIRRUS SR22	UNKNOWN	En-route	En route	23/10/2013	201313557
<p>MAYDAY declared due to instrumentation failure and icing problems. Aircraft was in cloud and unable to maintain altitude. On passing FL140 aircraft advised that he was in VMC, clear of icing and able to maintain altitude. Aircraft continued and agencies advised accordingly.</p>					
CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Cruise	ABBOT	02/01/2014	201400028
<p>Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, at 4500ft, resulting in loss of separation with Stansted inbound traffic. Aircraft identified as an SR22. CAIT activated. Traffic info given.</p>					

DE HAVILLAND DH82	DE HAVILLAND GIPSY MAJOR	Scheduled maintenance	EGBT : Turweston	24/10/2013	201317024
<p>Substandard installation of engine parts found during investigation. There had been previous reports that the engine lacked power, so it was decided to carry out a top end inspection. After removing cylinder heads, pistons and barrels, it was noted that number 2 connecting rod was very tight to rotate about the crankshaft. The engine was sent for further engineering inspection. The report states that the removed connecting rod was received loose having been removed to investigate a tightness felt upon trying to move the rod. Visual inspection reveals a polished area across the bearing split line. Main bearing lock tabs have had all three locking tabs bent down onto the bearing cap. This method has no locking effect on the main bearing nut. The split pinning is of poor quality and specifically the connecting rod bolts and starter extension bolts do not comply with manufacturer's standards. The thrust bearing locking ring has been previously used, evidenced by deformation of the outer rim. The visual inspection also reveals a crack like indication through the intermediate bearing panels, with the rear panel showing evidence of a crack through to the outer wall. Recommendation is for the engine to be dismantled and inspected to ascertain serviceability. Currently awaiting instruction from the owner.</p>					
DE HAVILLAND DHC1	BRISTOL GIPSY MAJOR	Landing roll - on runway	EGPK (PIK): GLASGOW PRESTWICK	25/10/2013	201313750
<p>Broken edge light on runway. ATC manager received a call from instructor to inform that a nick had been found on one of the aircraft's tyres. He believed it had gone over a stone on one of the landings, but did not specify which landing. Airfield operation requested to inspect runway and found a broken edge light on the north side of runway 13.</p>					
DE HAVILLAND DHC1	BRISTOL GIPSY MAJOR	Standing	EGPK (PIK): GLASGOW PRESTWICK	05/12/2013	201315770
<p>Unmanned aircraft sustained damage to fuselage after being overturned on Apron P due to high winds (280/43G64kt). Airfield Operations reported to AFS that an aircraft had overturned due to high winds on Apron P. AFS in turn reported it to ATC and a Local Standby Ground was declared at 0832. Fire 3 set off from AFS and passed a sitrep to ATC on arrival, stating that one aircraft had overturned and another two could do with being secured more. A request was made from ATC to AFS to identify the aircraft but for safety reasons, AFS personnel could not enter the apron on foot due to debris and the threat of further aircraft movement in the high winds. At 0840, AFS confirmed the identity of the aircraft. Visually from the VCR, the aircraft appears to have been flipped onto it's back with the aircraft weight bending the fuselage, just forward of the tail unit. The incident was stood down at 0856, resulting in the closure of Apron P.</p>					
DE HAVILLAND DHC6	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Taxi to runway	EGPF (GLA): Glasgow	20/01/2014	201400622
<p>Glasgow overload whilst operating ADC banded.</p>					
DE HAVILLAND DHC6	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Standing : Engine(s) Start-up	EGPF (GLA): Glasgow	18/11/2013	201314944
<p>Significant fuel leak from RH engine after start up. Aircraft on stand cleared to start, ground crew in attendance as required for start. No 2 engine (starboard) started first as normal, I was then signalled to shut down the engine by the ground crew. After securing the engine I opened the door and the ground handler said that there was a significant fluid leak from the starboard engine after starting. Second handler then confirmed the leak was Jet fuel and he would call the fire services on the airport phone. I told the FO that we would evacuate the passengers and FO would go through the cabin and I would open the air stair door (opposite from the leaking engine). I then asked another handler to stand at the wingtip to guide the passengers to terminal door facing stand 12. The passengers were evacuated in an orderly manner with no problems and both the FO and I checked the aircraft was empty. The fire trucks arrived and I directed them to the fuel spill on the ground and confirmed the aircraft systems were all shut down. Passengers were taken by dispatchers to the lounge and mechanics attended the aircraft. Aircraft was towed to stand 8 and passengers were embarked again for departure. Task 5 (fuel system) of the aircraft's pre-departure / service inspection performed prior to 1st flight of the day. To check for evidence of water/sediment contamination in fuel system at water drain and fuel strainer drain points. -Booster pumps must be selected ON when checking nacelle drain points for presence of water and / or contamination. Fuel tank sumping is designated a critical task - reference task 52 where further checks are made to ensure drain valves are secure. MEMS investigation instigated.</p>					

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	En-route - holding	CDF	02/01/2014	201400041
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ATC descent clearance confusion.

Cardiff radar controller was operating in a band boxed configuration, the traffic levels were light and an aircraft was holding at the CDF. The aircraft reported ready for the NDB procedure at approximately 16:50. Controller descended the aircraft to altitude 4000ft and cleared them for the procedure, the pilot read back 4000ft. Controller then spoke to a couple of Bristol inbound and when controller looked back at the aircraft they were levelling off at 3000ft approaching the CDF. The Freeflow trial was ongoing and a check all was in operation. There were no other aircraft involved and safety was not compromised.

Supplementary 08/01/14:

At 1655 approx. the ATCO challenges aircraft for an alleged level bust. However, the ATCO had previously cleared the aircraft for the NDB procedure, to descend to altitude 4000ft and "further with the procedure"; i.e. the aircraft had been cleared to descend below altitude 4000ft. The ATCO stated that they expected the aircraft to maintain alt 4000ft until the beacon and then descend with the procedure. This requirement was not expressly stated. There was no separation requirement for the 4000ft stop.

Supplementary 09/01/14:

Following a non standard hold join, flown by a weak student, the aircraft was cleared for Procedural NDB approach at runway 12, but then cleared to descend to 4000ft. This created some ambiguity and the student interpreted clearance given, to descend in accordance with the approach plate. Approaching 3000ft ATC called and asked to confirm altitude and declared aircraft should be at 4000ft. Seconds later aircraft was outbound for the approach at 3000ft in accordance with published procedure. Any level infringement Only lasted a matter of seconds. Following the flight, instructor and ATC liaised by telephone and ATC confirmed instructions given were ambiguous. with hindsight this matter could have been dealt with promptly in the air with the crew clarifying ambiguous clearance, but due to the high workload of the crew in this situation the opportunity was missed.

DIAMOND DA42	OTHER (AUSTR0 E4 (AE300))	Scheduled maintenance	EGNE : Repton/Gamston	19/12/2013	201316983
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LH rear main landing gear door hinge found to be cracked.

During a Scheduled Maintenance Inspection Port Rear Main landing Gear Door Hinge Was Found to Be Cracked. Hinge part Number D60-5287-73-00. This is the Second Such Incident Found On DA42 Aircraft in The Space of 3 Weeks. Operator Are Aware of The Issue & The Current AMM 7.02.15 Rev 2 Does Highlight The Issue Under ATA 05-28-50 & Asks Specifically To Check The MLG Doors & Hinges for 1. Check for damage to the doors. 2. Check for cracked hinges. 3. Examine the door operating rods. The Above 3 Items Were Revised Under Revision 2 Of The Above AMM.

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Level off- touchdown	EGTE (EXT): Exeter	07/01/2014	201400282
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UK Reportable Accident: RH Landing gear collapsed on landing. Three POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.

EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	Final approach	EGPG : Cumbernauld	04/12/2013	201315746
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UK Reportable Accident: Runway excursion on landing. Two POB, no injuries. Subject to AAIB AARF investigation.

FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX	En-route	High Legh	20/12/2013	201316573
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Infringement of the Manchester CTR (Class D) by an Ikarus squawking 7366 at 1200ft. Departures were stopped. Several unsuccessful attempts were made to the contact the aircraft. Standard separation maintained.

GROB G115	LYCOMING 235 FAMILY	En-route	5nm WSW EGBO	28/12/2013	201316807
<p>Corrupt Mode C transponder reading indicating CAS infringement. I observed an intruder 5nm WSW of EGBO at 1007Z on the radar at FL150 on Mode C, slow and manoeuvring, where the base of the CAS is FL145. It was dealt with as an intruder initially, taking 5. The highest Mode C readout was FL158. No CAIT activation was received at PC (where one was expected). TC phoned to check we had seen it because they did not get a CAIT alert. We spoke to Birmingham who made contact with the aircraft and changed the squawk to #0405 at 1012Z. They established it was a corrupt Mode C with the actual height being 2700ft. At 1018 the transponder was switched off. Birmingham are filing too because this is not the first time the aircraft has had that issue. Birmingham, LAC Daventry and TC Cowly were kept informed at all times. Supplementary 28/12/13: At approximately 1005 the radar controller I was training took a call from TC asking about a 7000 squawk 20 west of Birmingham Airport with a Mode C readout of 155, putting the aircraft in CAS. The radar ATSA was asked to call Halfpenny Green (EGBO) and asked to allocate 0405 on the aircraft and call Birmingham radar on 118.050. The offending aircraft was seen to change to 04054 and aircraft duly called up. Another ATCO said this had happened about 4 times before. I explained the situation to the pilot and confirmed his actual level, he confirmed it was 2700ft, which bore no resemblance to the Mode C readout. I instructed the pilot to keep my 0405 but allowed him back to EGBO. Meanwhile a colleague telephoned both Scottish and TC supervisors to explain the problem. I also took a call from Staffa and explained the situation. As this is a repeat offence and could cause unnecessary reaction from Area Controllers I feel the only way to remedy this quickly is put in an MOR as the incorrect Mode C readout would initiate an altitude/level infringement on all Area Consoles. Supplementary 17/01/14: ATC have made contact with the operator. The operator has undertaken to replace the faulty Mode C transponder, which is now placarded as o/s on the aircraft</p>					
GROB G115	LYCOMING 320 FAMILY	Normal descent	EGPN (DND): Dundee (Riverside Park)	17/11/2013	201314809
<p>Fuel leak during flight. Aircraft reported fuel leak whilst inbound. Pilot was a student so a local standby was initiated despite being assured that he did not wish to declare an emergency. RTF report from an instructor colleague also airborne suggested the leak was as a result of over-filling the aircraft. The aircraft landed safely at 1232z with no further incident.</p>					
GROB G115	LYCOMING 360 FAMILY	Manoeuvring: Other	EGDL (LYE): Lyneham	14/11/2013	201314827
<p>'Low Volts' caption in flight. Whilst conducting a medium level turns teach, both crew members noticed a 'Low Volts' caption on the CWP. Actions were carried out in accordance with the FRC's. The caption remained on and the brightness was fluctuating. A PAN call was declared and the aircraft recovered to base with the caption remaining for the whole recovery.</p>					
GROB G115	LYCOMING 360 FAMILY	Normal descent	EGYD : Cranwell	15/01/2014	201400538
<p>UK AIRPROX 2014/004 - Grob G115 and two military aircraft, 8.5nm East of Cranwell in Class G airspace.</p>					
GRUMMAN AA5	LYCOMING 360 FAMILY	En-route	EGLM : White waltham	17/12/2013	201316352
<p>Infringement of the London CTR (Class A) by an unknown aircraft, indicating 1700ft. Aircraft identified as a Grumman AA5. CAIT activated. Traffic info and avoiding action given. Reporter was working as OJTI with student controlling working Heathrow FIN. At approx 12.13 an unknown radar return activated CAIT tracking North East, indicating 1700ft. Mode S gave the aircraft details as a Grumman AA5. In confliction was an A319, which was heading 060 but not yet instructed to establish the localiser for 09L. No action was taken with the unknown aircraft at 1700ft. Reporter could hear Thames Radar on the phone line behind them, attempting to establish which ATSU was working the Grumman AA5, and requesting it descend to 1500ft on London QNH 1024. Grumman AA5 then climbed to 1800ft, and the A319 was immediately instructed to turn right 095 degrees to pass clear behind. Grumman AA5 continued climb to 2000ft, and A319 was issued traffic information and instructed to turn right IMMEDIATELY. Along with this, reporter reduced the A319's speed to 160kts as reporter deemed the safest option was to continue the approach to land 09L, passing clear behind of the infringing traffic. A B777 which was on a closing heading for 09L at 4000ft was instructed to continue the heading 120 and not establish the localiser, to maintain 5nm from the infringing traffic. Grumman AA5 descended and all Heathrow traffic continued approach to land 09L without further incident. Supplementary 06/01/14: The pilot involved in this event is convinced that at no point did their altitude exceed 1500 - as shown on both the aircraft's altimeter and navigational software. Prior to departure, the pilot had been fully de-briefed and the pilot was aware of the LFA altitude restriction and circuit pattern etc. The pilot stated that on his return flight, Boscombe ATC reported that his transponder was over-reading by 300' (Altimeter 2000' - ATC 2300'). The pilot will undergo a transponder check with an ATC unit at the earliest opportunity.</p>					

JODEL D117	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Cruise	EGTO (RCS): Rochester	16/11/2013	201315583
<p>Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 indicating 3300ft. Aircraft identified as a Jodel D117. Standard separation maintained. Appropriate ATC action was taken to vector London City traffic away from the infringer. Jodel D117 pilot later commented that a drop in oil pressure had been indicated and whilst being fixated on closely monitoring the oil pressure they had inadvertently gained height. An indication fault was discovered once the aircraft had landed. Pilot stated that their concerns over engine failure had overridden their altitude awareness.</p>					
MAULE M5	LYCOMING 540 FAMILY	Cruise	EGKA (ESH): Shoreham	24/10/2013	201313693
<p>PAN declared and aircraft diverted due to rough running engine. After diverting due to a rough running engine, the pilot resumed his flight and had to declare a PAN and divert again for the same problem. He had suspected a mag drop and thought that he had cleared the problem before departing.</p>					
MOONEY M20	UNKNOWN	Level off- touchdown	EGTU : Dunkeswell	11/01/2014	201400489
<p>UK Reportable Accident: Nose leg collapsed on landing. Two POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.</p>					
MOONEY M20J	LYCOMING 360 FAMILY	Unknown	Pembrey Sands	09/12/2013	201316985
<p>Infringement of Danger Area EG D118 (Pembrey Sands) by an aircraft that had been instructed to call the range to gain entry. Pilot stated that he had tried to call but had no answer on our VHF frequency 122.750. He was told all aircraft must call before entering EG D118 and because he did not receive a reply he should not have entered.</p>					
OTHER (CZAW SPORTCRUISER)	BOMBARDIER ROTAX 912	Initial climb	EGNM (LBA): LEEDS BRADFORD	30/10/2013	201314027
<p>Severe engine vibrations. Shortly after take-off, the pilot reported that he wished to return to the airfield immediately due to severe engine vibrations. Full emergency action was initiated. At 13:45, the aircraft landed safely and returned to the apron. Full emergency cancelled.</p>					
OTHER (CZAW SPORTCRUISER)	BOMBARDIER ROTAX 912	Climb into traffic pattern	EGNM (LBA): LEEDS BRADFORD	04/11/2013	201314235
<p>Aircraft returned due to misfiring engine on climb out. After approx 1/2 mile on the climb out, pilot reports engine misfire and requests to return to the airfield. Request acknowledged and aircraft given priority and instructed to report final runway 32. Local standby initiated as per the procedure with all the relevant details. Fire services on standby. Aircraft lands safely and taxis back to the apron with no further assistance required.</p>					
OTHER (CZAW SPORTCRUISER)	UNKNOWN	Climb to cruising level or altitude	EGBB (BHX): Birmingham	29/12/2013	201316976
<p>Infringement of the Birmingham CTA-2 by a CZAW Sportcruiser at 1700ft climbing to 1900ft. Standard separation maintained. Reporter was working as instructor on Radar 1 at Birmingham. At 1502 The AIW alerted reporter and their Trainee to a possible infringement of Birmingham CAS to the south east of Birmingham Airport by 11nm. The aircraft had already got reporter's attention as they had discussed it as traffic to the Birmingham based Police helicopter to the ESE of Birmingham outside CAS. It was also observed manoeuvring in the vicinity of "CT" which reporter had explained was a common occurrence when Coventry were closed, as now. A return on squawk 7000 was passing thru 1.7A (climbing arrow) on Mode C. The base of CAS in that location was 1.5A. It was observed climbing to an Altitude of 1.9A, reporter transmitted a blind call but got no response. At 1504 the return left CAS as the base changed to 3.5A. A colleague was called to monitor the track of the flight and phoned Wellesbourne Mountford to find out if they were in contact as it looked as if it was routing to that airfield. Reporter attempted to id the aircraft with squawk 0420 but this was not the correct aircraft. At 1510 the return left the radar screen and appeared to be descending into a private landing site. During the infringement there were 2 IFR arrivals being vectored, they were not delayed on their arrivals to Runway 33 at Birmingham. Ironically and as it was quiet this was a very good learning point for the Trainee. Reporter received a phone call about 20 minutes late from an AFISO at Wellesbourne Mountford telling them that they knew of 2 aircraft that had gone into the site at that time and one was a Sportcruiser out of Bruntingthorpe. As reporter was speaking the AFISO received a call from the Sportcruiser pilot. Reporter asked AFISO to pass on the WM telephone number and to please phone when on the ground at Bruntingthorpe. The pilot duly phoned the WM and admitted that it was probably them. The WM passed on to reporter that the pilot said that they hadn't flown the aircraft for a few weeks and that all the instruments were "steamed" up. To be confirmed by WM.</p>					

OTHER (SILENCE TWISTER)	JABIRU 2200	Cruise	Launton	14/01/2014	201400502
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UK Reportable Accident: RH tail plane partly detached in flight. Forced landing made. One POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.

PIAGGIO P180	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Climb to cruising level or altitude	EGLC (LCY): London city	03/07/2013	201308251
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P180 on a DVR departure climbed above clearance limit of 3000ft and reached 3300ft. Standard separation maintained. Aircraft had initially levelled at 3000ft for the initial portion of the flight however on passing North abeam the airport was seen to climb to 3200ft. Aircraft was instructed to maintain 3000ft and QNH was confirmed. Pilot confirmed that he was level at 3000ft and next sweep of the radar showed the aircraft had climbed to 3300ft. An immediate descent back to 3000ft was given. No further altitude transgressions were observed.

PILATUS PC12	UNKNOWN	Landing roll - on runway	EGTF : Fairoaks	13/11/2013	201314695
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Tyre blow out due to suspected brake lock up. The aircraft landed safely but reported a suspected tyre blow out and could not taxi off the runway. Pilot stated the rear RH brake may have locked up on touchdown. Tyre skid marks were clearly visible from the RH tyre on touchdown all the way down to where the aircraft finally stopped.

PILATUS PC12	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Climb to cruising level or altitude	EGKK (LGW): London/Gatwick	26/12/2013	201316746
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PC12 on a LAM SID with initial stop at 4000ft observed with selected level FL60. Aircraft called with Mode C indicating 4000ft and pilot reported climbing to 6000ft. When queried, the pilot reported passing 4300ft. Standard separation maintained.

PILATUS PC12	UNKNOWN	Cruise	EGTF : Fairoaks	15/11/2013	201314710
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Emergency declared due to pressurisation failure. On DTY as S27/28/32/34 TAC working the aircraft FL240. The pilot reported pressurisation failure and declared an emergency. I could see there was nothing to prevent descent under or ahead of the aircraft, so cleared it to FL100. Pilot stated he was in control of the aircraft, and was told to squawk 7700. As the aircraft approached FL100 I asked if he was happy to continue to destination, and he answered in the affirmative. At FL100 I asked if he was able to accept a frequency change, again an affirmative answer so it was transferred to appropriate sector on.

PILATUS PC12	UNKNOWN	Taxi to runway	EGTF : Fairoaks	10/01/2014	201400522
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Serious Incident: During taxi, aircraft collided with another parked aircraft. Two POB, no injuries. Damage to both aircraft. Subject to AAIB AARF investigation.

PIPER L18	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Landing: Other	Mullahead Board	25/12/2013	201316950
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UK Reportable Accident: Aircraft struck trees during landing. Two POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.

PIPER PA24	LYCOMING 540 FAMILY	Scheduled maintenance	Braishfield	20/12/2013	201316539
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Engine cam shaft worn due to excessive valve movement. After strip down various faults were found including worn cam shaft and splayed followers, fretted crankcase halves, worn accessory housing gear spindle orifices and damaged accessory drive gears. Reporter suggests this is the fourth engine with low utilisation they have found to have excessive cam shaft wear.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGNT (NCL): Newcastle	31/10/2013	201314029
Aircraft returned due to loose engine cowling. Pilot reported loose engine cowling and requested immediate return to the airfield. Local standby declared. Aircraft landed safely.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	BUR	23/11/2013	201315185
Infringement of the London CTR (Class A) by a PA28 squawking 5032 at 1500ft. Standard separation maintained. The PA28's squawk then changed to 7000 and the aircraft routed Southwest into the White Waltham ATZ at 1700ft. Heathrow departures were stopped until the PA28 had left CAS. The PA28 had been flown by a solo student pilot. Information indicates that the PA28 pilot had drifted to the left of their intended track. Farnborough North had called the pilot to warn them of the Wycombe ATZ ahead. The pilot had been uncertain of some of the ATC RT phraseology and had been unable to fix their position. The pilot subsequently contacted the D&D cell who gave the pilot a heading back to White Waltham, where the aircraft landed. Operator alerted and further training is to be given.					
PIPER PA28	LYCOMING 360 FAMILY	Initial climb	EGHF : Lee-On-Solent	23/11/2013	201315191
Aircraft declared MAYDAY due mechanical failure. MAYDAY cancelled as pilot gained control of aircraft. Shortly after departure aircraft declared MAYDAY and said that he had a mechanical failure a 'Trim Runaway' was the phrase that he used. I as the AGO immediately pressed the crash alarm and was just about to inform the relevant authorities when pilot called up on the radio cancelling his MAYDAY call and assured me that he had regained full control of the aircraft. Aircraft subsequently landed safely with no injuries on R/W05. An 11mm spanner was found on the runway by other airfield users shortly after this aircraft took off. Gliding club member witnessed this spanner falling off from the aircraft as it took off.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGGW (LTN): London/Luton	07/12/2013	201315881
Infringement of the Luton CTR (Class D) by a PA28 squawking 5032, indicating 2300ft. CAIT activated. Standard separation maintained. Supplementary 09/12/13: While plugged in as the LARS N controller (North and East banded) and coming out of a busy session, the controller noticed a 5032 squawk infringing into the Luton CTR from the South on a North Easterly track at approx 2000ft QNH. At exactly the same moment the controller noticed the Luton line ringing. The controller answered the phone while advising the PA28 to turn South immediately (the controller then went back to the pilot to advise 'if able to turn South') and advised Luton if they were calling about the 5032 they were turning South. Luton advised if the pilot wanted to stay on that track then to call them. The controller acknowledged this but saw the PA28 turning South. On speaking with the pilot they sounded very nervous and unsure of their position, the controller tried to calm the pilot and gave them several position reports reference to Panshanger. In the Panshanger overhead the pilot seemed happy with their navigation.					
PIPER PA28	LYCOMING 360 FAMILY	Climb to cruising level or altitude	EGBB (BHX): Birmingham	24/11/2013	201316288
Infringement of the Birmingham CTA-2 (Class D) by an aircraft squawking 0010 observed climbing through 1500ft. Standard separation maintained. Two blind transmissions were sent before pilot responded and was issued a squawk of 0401 to identify the aircraft. Pilot was requested to call ATC after landing, and pilot left the frequency (to freecall Wolverhampton).					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	Ware	09/12/2013	201315931
Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 5030, indicating 1900ft. Aircraft identified via Farnborough LARS as a PA28. Standard separation maintained.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGSS (STN): London/Stansted	22/12/2013	201316653
Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 indicating 1400ft. Traffic info and avoiding action given. Inbound flights broken off approach. Separation lost.					

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGWN : Halton	28/12/2013	201316940
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Possible infringement of the RAF Halton ATZ (Class G) by an unknown aircraft. Military aircraft in climb at 1200ft observed a single engine aircraft crossing in front, right to left. Aircraft identified via Farnborough North LARS as a PA28.
Whilst climbing out of the circuit a single engine low wing monoplane was observed to cross right to left with no risk of collision. After passing directly in front, the aircraft turned left and flew over Wendover. The standard 1:250K military chart was consulted and it was noted that the aircraft's track was within the ATZ. This was then reported to the DI via the air ground radio. The DI spoke with TC Group services who was informed that the aircraft was under Farnborough North LARS, was routing from Wellesbourne to Elstree.

PIPER PA28	LYCOMING 360 FAMILY	Final approach	EGAA (BFS): Belfast/Aldergrove	08/01/2014	201400272
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IFR PA31 initiated a go-around due to the proximity of a VFR PA28. Traffic info given. Standard separation maintained.
PA31 was on a training detail and making a VOR/DME approach to RWY 25 with the intention of going around for an ILS approach to RWY25. PA28 was approaching the airfield from the north VFR. PA31 was continuing approach due to a BN2T landing ahead. PA28 was told they were number two to the PA31 at 4.5nm on the approach to RWY 25 and asked if visual with that a/c. They reported that they were and was then told to report final number two. PA28 continued inbound and when they seemed to be getting too close to the final approach ATC again asked were they visual with the PA31 who was now at 3nm. PA28 reported that they were but then was confused as to whether they were number one or number two and by this time they had continued onto the final approach. PA31 who was given traffic information on the PA28 reported that they were visual with the PA28 and subsequently reported breaking of the approach to the north to continue with his training detail. PA28 repositioned onto final for RWY25 and landed.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	Snitterfield	09/01/2014	201400300
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Infringement of the Birmingham CTA-2 (Class D) by an unknown aircraft squawking 7000, indicating 3000ft. Aircraft identified via Coventry APP as a PA28. Traffic info and avoiding action given. Standard separation maintained.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGGW (LTN): London/Luton	10/01/2014	201400320
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Infringement of Luton CTR (Class D) by a PA28 squawking 7000. Standard separation maintained.
An unknown 7000 squawk was observed entering the zone tracking southbound. INT controller called the tower and put a 'Check All' on. The 7000 tracked down the western side of the zone and left to the South.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	Overhead Birmingham	16/01/2014	201400814
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Blue laser attack.

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGPN (DND): Dundee (Riverside Park)	20/01/2014	201401026
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Red laser attack.

PIPER PA28	LYCOMING 320 FAMILY	En-route	Cheltenham	20/01/2014	201401052
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Green laser attack.

PIPER PA28	UNKNOWN	Approach	EGPN (DND): Dundee (Riverside Park)	23/01/2014	201401099
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Aircraft subjected to two lasers, one green and one white.

PIPER PA28	LYCOMING 320 FAMILY	Landing roll - on runway	EGNT (NCL): Newcastle	05/01/2014	201400156
<p>Runway excursion. Pilot flying solo circuits, (had been dual earlier). On this landing, the aircraft was seen to turn to the left from the centreline after an initial wobble. The aircraft was subsequently seen to leave the paved surface, at which point an RFFS callout was initiated. The pilot retained control, confirmed he was able to regain the runway, which he did, and was then instructed to vacate the runway back to the Flying School. The RFFS checked-in as the aircraft was taxiing down the runway without any apparent damage, and so a Local Standby was declared, with the RFFS vehicles following the aircraft back to the Flying School.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Level off- touchdown	EGHO : Thruxton	14/01/2014	201400499
<p>UK Reportable Accident: On landing, the RH landing gear retracted and the aircraft left the runway. Three POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.</p>					
PIPER PA28	LYCOMING 360 FAMILY	Cruise	En route	04/12/2013	201315639
<p>Aircraft returned due to radio problems. Blocked frequency. While working this aircraft I became aware that my frequency was blocked, and I could hear voices in the background. Aircraft on frequency were transferred to 120.125Mhz and other agencies advised to transfer aircraft to this frequency. Subsequently squawk 7600 was observed. Around this time I heard someone try to telephone and advise they were returning using the same callsign as that aircraft. The aircraft continued to block 134.175Mhz until 10:58. When the aircraft disappeared off frequency I rang Tower to ask if they could advise when they land, I was advised he had contacted them and was now blocking their frequency.</p>					
PIPER PA28	LYCOMING 360 FAMILY	Cruise	SAM	30/11/2013	201315587
<p>Infringement of the Solent CTA (Class D) by an unknown aircraft squawking 7000, climbing to 3200ft. Aircraft identified via Farnborough as a PA28. Standard separation maintained. Blind transmissions made without response. Information indicates that the PA28 was observed to descend below CAS soon after the infringement. The pilot did not contact Solent Radar during or after the incident.</p>					
PIPER PA28RT	CONTINENTAL (TELEDYNE) USA 360 FAMILY	Climb to cruising level or altitude	EGKA (ESH): Shoreham	11/01/2014	201400481
<p>An aircraft allegedly performed an incorrect departure procedure. After a student had been told to join the circuit via the overhead where they had been holding. They did so descending on the dead side to 1100ft and joined crosswind in the correct manner (over the upwind numbers). After they reported 'downwind' an aircraft which had just taken off from Shoreham appeared on the students left hand side possibly about 100ft below and 700m laterally. The aircraft proceeded to undertake then when it reached the coast line turned right cutting in front of the student. Reporter knew Shoreham was very busy, but the departing aircraft if it was using the circuit to depart did not reporter believes use the correct procedure also flying such a complex/faster aircraft should know better. The student was a bit shaken up about this. When reporter spoke to ATC they had no idea what had happened.</p>					
PIPER PA30	LYCOMING 320 FAMILY	Climb to cruising level or altitude	SANDY	04/12/2013	201315738
<p>Aircraft climbed above cleared FL80 and observed with Mode C indicating FL85. Standard separation maintained. Pilot apologised and advised that he was descending. There was no traffic nearby at the time.</p>					
PIPER PA31	UNKNOWN	Normal descent	EGNS (IOM): Isle Of Man/Ronaldsway	28/10/2013	201313897
<p>Radio failure. ATC noticed 'clicking' and carrier wave transmissions shortly after contacting a/c. Upon issuing aircraft with an instruction it became apparent that the subject aircraft was suffering from radio problems and was having difficulty hear or reply to ATC. Aircraft made a 'blind call' stating position and intention to land. Aircraft made normal landing and taxi to parking area with fire services in attendance.</p>					

PIPER PA31	UNKNOWN	Intermediate approach	LAM	23/12/2013	201316631
<p>Unauthorised descent. Standard separation maintained. Aircraft c/s 999A inbound to EGKB tracking south from LAM and had been told that he would be going through the localiser for sequencing. Controller had recently called a support controller back after 2 go-around's at EGLC due to high winds, as a second set of eyes to monitor the traffic. At approximately 1140 the support pointed out that the PA31 was now indicating 3.7A (last instruction was 4.0A). Controller confirmed with the pilot that he was maintaining 4.0A to which he replied "were we not cleared to three thousand?". Controller then immediately told him to expedite climb to 4.0A. Although there was traffic at 3.0A in the ILS at EGLC it was far enough away that the controller could climb the aircraft clear without the need to vector away, although this climb was monitored to ensure separation. Controller believes the aircraft took an instruction given to another EGLC inbound on c/s 49A who was instructed to descend to 3.0A shortly before this incident, however no indication of a wrong read back was detected and the read back was clearly made by c/s 49A.</p>					
PIPER PA31	LYCOMING 540 FAMILY	Cruise	En route	04/01/2014	201400151
<p>PAN declared and aircraft diverted following loss of power on LH engine. In the cruise, PF & PNF noticed fluctuation of LH RPM, swiftly followed by loss of map on LH engine. Immediate actions failed to restore power. Squawk changed to 7700 and PAN declared. Commander elected to divert. Visual approach completed into with radar assistance, without further incident or restoration of power. No other abnormal indications observed during diversion. Aircraft was able to taxi to stand under own power after ADFS inspection. After normal shutdown, LH propeller observed to be in fully feathered position. No other damage or abnormal evident. Supplementary 04/01/14: Aircraft called a PAN PAN at approx 13:25 reporting loss of an engine and requested diversion. I acknowledged the PAN call and attempted to route the aircraft. Pilot requested vectors and descent so descent given to FL70 and continued the heading. Diversion airport was happy to accept on the heading and at FL70. I asked aircraft if able to take a frequency change and pilot was happy to do so. Aircraft transferred. Supplementary 11/01/14: Fault traced to constant speed controller for propeller. Controller replaced and aircraft returned to service. Details held on file.</p>					
PIPER PA31	LYCOMING 540 FAMILY	Missed approach or go-around	EGTK (OXF): Oxford/Kidlington	07/01/2014	201400237
<p>Go-around flown and local standby initiated due to unsafe gear indications. Inbound on the ILS approach. The aircraft went around from final and reported an unsafe gear indication. The OJTI also reported seeing smoke trailing from the left-hand engine. The aircraft returned to radar for vectoring for a further ILS approach. The aircraft subsequently reported that the unsafe gear indication on the RHS remained and the aircraft intended to land. A local standby was initiated and the RFFS positioned themselves for the aircraft arrival. The aircraft subsequently landed safely and reported that the gear indication remained unlocked. The aircraft shut down when clear of the runway and was towed to the apron. Supplementary 11/01/14: Gear unsafe due to failure of the RH MLG to lock in down position. Awaiting further inspection from maintenance organisation.</p>					
PIPER PA31	LYCOMING 540 FAMILY	Cruise	EGJB (GCI): Guernsey, Channel Is.	05/01/2014	201400249
<p>Avionics cut out in flight. After being level at FL70 for 10 minutes in IMC and icing conditions, GPS x2 and all radios. Shut off on their own account. They were off for maybe 4 or 5 seconds before coming back on without any input from me. Again, mid-channel one of the GPS units (GN530) shut off and then rebooted but with no valid waypoints or data available. Rest of the flight normal. Also de-icing boots not working at altitude.</p>					
PIPER PA31T	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Rejected take-off	EGJJ (JER): Jersey, Channel Is.	02/11/2013	201315486
<p>Rejected take-off due to bird flying into path of aircraft. No impact, take-off rejected and aircraft swerved slightly to avoid Herring Gull which had flown into its path. Pilot reported he would have hit bird if he had continued with take-off roll. ARFFS were not carrying out bird cover due to escort duty.</p>					
PIPER PA32	LYCOMING 540 FAMILY	Cruise	Manchester LLR	07/12/2013	201315854
<p>Infringement of the Manchester CTR (Class D) by a PA32 squawking 7000, indicating 1400ft. CAIT activated. Supplementary 16/12/13: Following an uneventful flight details were passed to PA32 pilot to inform him that he had entered corridor controlled airspace at 1400ft. This came somewhat as a surprise to the pilot as they had planned this route very carefully given it was their first flight in the low level corridor. The QNH was set and every care was taken to remain below 1300ft. Pilot now believes that the encoder for the transponder in the aircraft is over reading and the aircraft will be going to maintenance to be checked for errors.</p>					

PIPER PA34	UNKNOWN	Cruise	EGTK (OXF): Oxford/Kidlington	24/10/2013	201313751
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Local standby initiated for single engine landing.

During a busy spell, twr and app banded, a/c called to inform that, after a planned shutdown of one engine, he was unable to restart it and was proceeding to rejoin. Local standby was called at 1710 and traffic was held off while recovery was made. Aircraft landed safely at 1720, was escorted to stand by fire vehicles and the incident was terminated at 1725.

PIPER PA34	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Cruise	EGBB (BHX): Birmingham	02/01/2014	201400025
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Infringement of the Birmingham CTA-4 (Class D) by an unknown aircraft squawking 4520 at 4500ft. Aircraft identified via Oxford as a PA34. Standard separation maintained.

Aircraft entered controlled airspace CTA-4 to the South of the field at 1446. Squawking 4520. Climbed to altitude 4500'. Birmingham ATC made blind calls to the aircraft using the aircraft's callsign as well as 4520. The assistant called Coventry and Oxford however they were not working the aircraft. It then turned right and left the zone to the South at 1448 descending through altitude 3400'. Oxford approach was asked to get the pilot to phone Birmingham once they had returned to the field. The pilot then phoned in and gave the reason: Pilot monitoring during general handling failed to monitor GPS and lost situational awareness.

Supplementary 08/01/14:

Instructor being re-familiarised with PA34. GH commenced in the vicinity of Honeybourne at 4500' QHN. Steep turns and stalls completed in good VMC but over broken cloud with limited ground reference features. On completion of stall practice between 3500' and 4500' aircraft returned to its base. Insufficient attention paid to GPS and aircraft drifted NE during manoeuvres clipping the CTA Class D step down to 3500' at Wellesbourne Mountford. Where ground reference cannot be fully maintained specific reference to the GPS display required during location checks. That said the display is very small and of necessity information on it limited. Handling pilot was used to operation with a larger display, more information and visual warning of airspace. Aircraft commander was busy supervising an inexperienced pilot and did not pay sufficient attention to location with respect to GPS display.

PIPER PA34	CONTINENTAL (TELEDYNE) USA 360 FAMILY	Cruise	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	25/11/2013	201315438
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During a planned go-around/EFATO (engine failure after take-off) exercise the student switched to the wrong ATC frequency.

During the go-around/EFATO exercise the aircraft was with East Midlands Approach, however, it is believed that the student switched to Tower frequency while setting up Daventry on NAV1, which went unnoticed by the instructor. Error became apparent whilst enroute back to Oxford when the student requested a frequency change for Oxford. Instructor phoned East Midlands on landing and discovered they had been trying to contact the aircraft on approach frequency for 30nm. D&D cell had been informed.

PIPER PA38	LYCOMING 235 FAMILY	Cruise	EGBE (CVT): Coventry	13/11/2013	201314640
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PAN declared and aircraft diverted due to engine vibrations.

Whilst carrying out OJTI duties on the ADI position, radar informed us that an aircraft had declared a PAN with vibrations coming from the engine. He gave us the location information and informed us that the aircraft was making a straight in approach to RWY 22 and wished to land. The aircraft reported two POB. A full emergency was declared and the aircraft landed safely.

PIPER PA42	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Approach	EGGP (LPL): Liverpool	20/12/2013	201317036
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Green laser attack.

PIPER PA42	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Normal descent	EGTK (OXF): Oxford/Kidlington	21/12/2013	201316584
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Power lever restriction.

While the aircraft was descending at approx 6000ft, it became apparent that the LH power lever had become restricted and making it difficult to select a power setting below approx. 800lb-ft of torque. The descent and approach was continued as the aircraft speed and rate of descent could be controlled with the authority remaining in the power lever. Upon pushing the propeller RPM levers to the maximum setting in preparation for final approach, the restriction eased, enabling a normal approach and landing.

PIPER PA46	UNKNOWN	Taxi to runway	EGAC (BHD): Belfast/City	17/12/2013	201316382
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Aircraft believed to have taxied over four runway edge lights prior to departure.

A runway inspection approx 10 minutes after the departure of the aircraft indicated that 4 runway edge lights were damaged. It is likely that the damage may have occurred as the aircraft backtracked the runway, prior to departure. The ACC Watch Supervisor and destination airport were both informed.

RANS S6	JABIRU 2200	Taxi from runway	EGBJ (GLO): Gloucestershire	19/01/2014	201400738
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Runway incursion by a Rans S6.

Rans S6 landed RWY22 and was instructed to vacate right and hold short RWY27, which the pilot read back. A PA28, was on the instrument approach for RWY27 to go around had reported at a four mile final was told to continue approach. Rans S6 was then observed to have crossed RWY27 and was clear of the runway. PA28 now on a three mile final was cleared to go around RWY27.

SCOTTISH AVIATION BULLDOG	LYCOMING 360 FAMILY	Take-off	EGPK (PIK): GLASGOW PRESTWICK	11/01/2014	201400439
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Aircraft departed with part of gust lock still attached.

The aircraft departed with part of a gust lock mechanism still attached. The mechanism consisted of a tow bar fixed to the nosewheel but pointing back towards the tail. Attached to the T handle of the tow bar was a large rubber chock to weight it down and a rope which was tied to the handle and extended out to the tie down points on the wings. The rope was attached to these points to prevent the nosewheel from turning and therefore acted to prevent the rudder moving if the nosewheel was lifted in high winds. This gust lock had been added (along with other additional tie down protection) following damage to the aircraft in high winds two years previous. Prior to the flight I had removed the gust lock from the wing tie down points (along with other locks and tie downs), but neglected to remove the tow bar from the nose wheel. This was missed during the subsequent walk around checks. Taxiing and checks (including full and free rudder checks) were carried out successfully as normal. It was only when the aircraft became airborne and the rudder started moving by itself that I became aware of a problem. I made an immediate request to ATC to conduct a circuit to land due to problems with the rudder. I was initially cleared into the left hand circuit, but then requested a right turn to make an approach to runway 21 (the wind was last reported from 240). As I joined right base I realised what had happened so reported this to ATC who confirmed they had a report from Ops of the aircraft departing with something attached to it. The rudder continued to try and move during this part of the flight, likely due to the rubber chock swinging underneath. After successfully landing on runway 21 and shutting down once clear of the runway, none of the mechanism was found still attached. It is assumed to have fallen away, most likely while on final approach. The aircraft was inspected by an engineer with no damage or faults found, and was subsequently signed off and successfully test flown.

SOCATA TB20	LYCOMING 540 FAMILY	Emergency descent en-route	EGBE (CVT): Coventry	20/10/2013	201313441
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MAYDAY declared and aircraft diverted due to engine problems/failure.

TECNAM (P2006T)	BOMBARDIER ROTAX 912	Normal descent	EGBJ (GLO): Gloucestershire	07/01/2014	201400218
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UK AIRPROX 2014/001 - P2006T and an EC135 at 2000ft in the Staverton ATZ. Traffic info given.

TECNAM (P2006T)	BOMBARDIER ROTAX	Normal descent	EGBJ (GLO): Gloucestershire	23/01/2014	201400779
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UK AIRPROX 2014/006 - Tecnam P2006 and a glider, 4.5nm East of Gloucestershire Airport in Class G airspace. Traffic info given.

UNKNOWN (CZAW Sportcruiser)	BOMBARDIER ROTAX 912	En-route	Limoges	07/06/2012	201216064
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Infringement of the Limoges CTR 1 and 2 (Class D) by a CZAW Sportcruiser.
Appropriate remedial action taken.

VANS RV6	LYCOMING 320 FAMILY	Cruise	EGNF : NETHERTHORPE	23/11/2013	201315190
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PAN declared and aircraft returned due to rough running engine.

VANS RV9	OTHER (Superior XP-360)	Final approach	EGBP : KEMBLE	29/12/2013	201316838
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Aircraft landed on an occupied runway, passing above another aircraft.

The circuit was busy with multiple arrivals and departures. Runway was occupied with a C172 which was vacating and another aircraft was lined up via C1, holding on the runway, awaiting the C172 to vacate. The pilot reported final and was told "runway occupied", the pilot then continued to land over the top of the lined up aircraft and touched down near the midpoint of the runway without further radio calls.

ZLIN Z42	UNKNOWN	Landing	EGTK (OXF): Oxford/Kidlington	08/01/2014	201400261
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Zlin Z42 landed without clearance.

ADC controller was on duty at time 13:30. A PA28 had been given clearance to land on RW 19 and landed at 13: 33. Zlin Z42 in the visual circuit having stated a touch and go was told to position number 2 and advised to continue approach. Whilst observing PA28 watching for them to vacate the runway ADC observed Zlin Z42 touch down without clearance. By this time PA28 was vacating the runway. Zlin Z42 was subsequently advised that their clearance was to continue only to which they acknowledged, apologised and requested further clearance to depart.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 January 2014 and 31 January 2014

ROTARY WING AIRCRAFT

AEROSPATIALE AS355	UNKNOWN	En-route	N E East Midlands	21/12/2013	201317052
<p>Green laser attack.</p>					
AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Manoeuvring	Central London	31/12/2013	201317100
<p>Laser attack from multiple lasers.</p>					
AEROSPATIALE AS355	TURBOMECA, FRANCE ARRIUS	Intermediate approach	EGNG : BAGBY	12/10/2013	201313370
<p>Single engine landing carried out following nr2 engine malfunction. During the approach, nr2 engine oil pressure light illuminated and torque on the engine dropped to zero. Pilot established a safe single engine speed and continued the approach. As short finals approached, it was noticed that the nr2 engine temperature had exceeded 950degC. Engine shut down iaw Flight Manual and the aircraft landed with the fuel level noted to be at 15%. Engineering investigation in progress.</p>					
AEROSPATIALE AS365	TURBOMECA, FRANCE ARRIEL	Scheduled maintenance	EGNH (BLK): Blackpool	05/01/2014	201400240
<p>Oil leak from module 3 rear bearing tubes. Whilst carrying out the flying during the day, the nr2 engine oil level had to be topped up twice, using a total of 1.5 litres of oil for the 6.5hrs flown. This is excessively high oil consumption. On inspection, oil was found around the outside of the pressure and return connections to the module 3 rear bearing. After removing the T4 harness, we used a boroscope to look inside module 3 at the oil tubes. Both the pressure and return tubes were found to be wet with oil and therefore leaking. There was also a great deal of carbonised oil around the tubes. It was decided to remove the engine and fit the consignment stock engine in its place. Leaking from these tubes is not a rare case and needs further investigation by the manufacturer.</p>					
AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Initial Approach	EGTF : Fairoaks	26/11/2013	201315520
<p>Failure of undercarriage extension system. Whilst on a training flight and after five normal undercarriage extension/retraction cycles, the undercarriage was selected down whilst on approach to the runway. There was no indication of undercarriage movement either audibly or via the undercarriage state indication panel. No lights were shown (either unlocked or greens). The aircraft RFM was consulted and the undercarriage extended iaw the emergency extension procedure. Once the undercarriage was indicating locked down (3 greens), a landing was then proceeded with and the aircraft ground taxied in to dispersal with no further problem. Supplementary 28/12/13: This is not the normally contracted MRO, however the aircraft defect occurred at this location and the owner contacted us for assistance. The aircraft was placed on jacks and powered up hydraulically. Twenty U/C swings were completed without failure of the system. It was found during the swings that the U/C retraction switch was 'sticky' and not always easy to operate. The U/C switch was replaced and the wiring re routed to avoid damage in operation. The system was then tested another twenty cycles without further defect. A/C released to service.</p>					

AGUSTA A109	PRATT & WHITNEY (USA) Other	En-route	Overhead Salisbury Cathedral	20/01/2014	201401088
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Green laser attack.

AGUSTA A109	PRATT & WHITNEY (USA) Other	Standing : Engine(s) Not Operating	EGBK (ORM): Northampton/Sywell	06/01/2014	201400190
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Aircraft weight and balance information out of date.

During pre-flight preparation it was noticed that the weight and balance information in use locally was out of date. The aircraft had been swapped three days earlier due to an unserviceability and the electronic weight and balance system in use had not been checked to ensure it contained the latest weight and balance figures, the aircraft mass had not been changed for two years. The computer system had suffered a failure a month earlier and when restored from a backup the weight and balance software was found to be missing and was restored from an older source, the current base aircraft details were updated but the spare aircraft details were not. The aircraft could have potentially been flown overweight. However a review of all of the sectors flown in the previous 3 days proved that this was not the case. The computer failure that occurred a month ago highlighted a lack of a contingency plan for such eventualities. Likewise the local procedure for accepting a spare aircraft into use, is too informal and will be formalised to prevent recurrence. Procedures are currently in place for integrity checking the electronic system against a manual calculation but not for checking the weight and balance schedule against this.

AGUSTA A109	PRATT & WHITNEY (USA) Other	Cruise	EGPF (GLA): Glasgow	18/11/2013	201315364
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LCD screen failure in flight.

5 mins into flight for routine tasking, front observer LCD screen began to flicker and front observer reported a smell of electrical burning. Front screen then went blank. Screen electrically isolated, smell of burning ceased. Aircraft returned to base without further incident.

AGUSTA A109	PRATT & WHITNEY (USA) Other	Standing	Costock	20/01/2014	201400650
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Unserviceable replacement oil cooler belt fitted.

During scheduled maintenance an unserviceable replacement oil cooler belt was fitted and the aircraft returned to service. Following scheduled maintenance during which an engine oil cooler belt was replaced; tech records noticed that the fitted belt bore the serial number of an item removed as unserviceable from another aircraft. By the time this became apparent the aircraft had returned to its base, approx 16 minutes flying time away. The operator was contacted immediately and the u/s cooler belt was replaced before further flight. The company's non-conformance process was initiated to investigate the cause of the incident. It was established the belt was removed from another aircraft by a third party engineer and returned in the replacement belt's packaging, complete with log card, but no 'red' u/s label. On receipt the item was returned to stock as a 's' item as it was thought that it had not been needed for the off-site maintenance and not been used. Subsequently the u/s belt was issued to the hangar for installation. Neither the mechanic who installed the belt, the supervising I.a.e. nor the I.a.e. who carried out the duplicate inspection noticed the discrepancy and the aircraft was returned to service following completion of the scheduled inspection. Company procedures for stores goods-in, component issue and receipt of spares onto the shop floor are being reviewed.

AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	En-route	Manchester LLR	15/12/2013	201316217
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Infringement of the Manchester Low Level Corridor (Class A) by a helicopter fluctuating between 1300ft and 1400ft. Traffic info given. CAIT activated. Separation lost with outbound Manchester departure.

Supplementary 17/12/13:

The investigation has concluded subsequently that the incident occurred as reported with the exception that on reviewing the replay and measuring the distance between the infringing aircraft and fltnum 4LJ outbound from Manchester, a loss of separation occurred. The second aircraft that was turned to avoid and this maintained standard separation throughout. The investigation confirms that the aircraft was tracked and after speaking with the pilot after he landed at his destination he was adamant that his auto pilot was set at 1300 ft and that he maintained that throughout the confines of the corridor. The radar replay shows the aircraft approaching the corridor from the South, descending to maintain the level comfortably before the start of the corridor and upon exiting climbing again. It is therefore considered that the pilot was aware of his position and of what was expected of him. Manchester Approach confirmed that they had watched the aircraft traversing the corridor and they did not think he went above 1300 ft at any time.

BELL (TEXTRON 429)	PRATT & WHITNEY (CANADA) PW200 FAMILY	Standing : Engine(s) Not Operating	EGBT : Turweston	24/10/2013	201313753
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LH generator cooling system air scoop missing.

This is a known occurrence on this aircraft type and is believed to be caused by stressing of the scoop due to it being used as a hand hold when accessing the upper areas of the fuselage. It was stressed to all staff on the type rating course that the scoop should not be used as an aid to climbing and, upon discussion with the company pilots, we are confident that all pilots are aware of the issue and declare that no-one has used the scoop as hand holds.

BELL 206	ALLISON USA 250 FAMILY	En-route	EGLD : Denham	26/11/2013	201315584
Infringement of the London CTR (Class A) by a helicopter squawking 7000 at 1000ft. Heathrow departures were briefly suspended. Standard separation maintained. Northolt established from Denham that the helicopter was a visitor and aircraft soon turned towards Denham and landed. Departures were then resumed.					
BELL 206	ALLISON USA 250 FAMILY	En-route	EGFA : WEST WALES/ABERPORTH	04/12/2013	201315759
Infringement of Danger Area D202 (Aberporth) by a helicopter squawking 7000 indicating altitude 2000ft. Several blind transmissions were made. Helicopter subsequently contacted ATC and pilot apologised and was advised of the D202 complex airspace, Aberporth radar frequencies and the provision of ATSOCAS.					
BELL 206	ALLISON USA 250 FAMILY	En-route: Other	EGKB (BQH): Biggin hill	12/01/2014	201400369
Infringement of the LTMA (Class A) by a VFR Bell 206 at 3400ft. Standard separation maintained. Controller noticed a 7047 (local conspicuity squawk) west of KB at 2700' and called them about it. They informed the controller that aircraft was doing an emergency climb to maintain VMC on top. Pilot called passing 3200' and unable to descend. Pilot then started asking for airport WX. Controller suggested MC, as at his present level of 3700' he would not conflict with KK/LL traffic. Pilot asked for the ILS frequency. Aircraft was finally transferred to MC radar.					
BELL 206	ALLISON USA 250 FAMILY	Standing : Engine(s) Start-up	EGNV (MME): TEESIDE	22/12/2013	201317005
Engine chip light illuminated on start up. Aircraft closed down.					
EUROCOPTER EC130	TURBOMECA, FRANCE ARRIEL	Cruise	Near Borehamwood	19/10/2013	201313541
Complete electrical failure in flight. Aircraft diverted. Aircraft suffered a complete electrical failure. Unloaded all electrical systems and attempted to recycle battery and generator with no results. Elected to divert. Due to electrical failure engine was shut down by pulling the fuel shut off lever. Fault was found to be a broken positive battery terminal which had separated from the terminal. Connection was replaced.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Operating	EGNH (BLK): Blackpool	19/12/2013	201316506
Double 'DEGRADE' indications before take-off. On completion of the pre take-off checks, the crew observed double 'DEGRADE' captions on the CAD. Aircraft shutdown and battery switched off. On the subsequent power up of the FADEC, it was observed, after the BITE sequence had completed that there were two occasions when the 'DEGRADE' caption flickered and then extinguished on the nr2 engine. FADEC and battery power selected off and on the subsequent power up of the FADEC, no repeat 'DEGRADE' captions were observed. The engines were restarted, the aircraft was lifted to a hover and during the after take-off checks, it was observed that the nr1 engine was indicating approx 12.5 on the FLI and the nr2 engine was indicating approx 2.0 on the FLI. The OEI countdown timer had activated. The aircraft was landed and shutdown and task cancelled. Engineering investigation found faulty nr2 engine start switch and faulty nr2 FADEC. Both units replaced iaw AMM and ground runs carried out before aircraft returned to service.					
EUROCOPTER EC135	UNKNOWN	Normal descent	EGAA (BFS): Belfast/Aldergrove	06/01/2014	201400182
Helicopter at 4000ft noticed descending below cleared altitude and descending into the buffer zone. This was queried with the pilot and helicopter climbed back to 4000ft.					

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	Inverkip	06/01/2014	201400199
<p>Fuel quantity indication display failure. A flash of the master caution appeared with no caption and a few minutes later 'nr2 F QTY FAIL' caption illuminated. The associated contents display for nr2 supply tank disappeared. Although the contents of that tank had been noted (42kg) it was no longer possible to positively confirm how much fuel was in the tank or whether the tank was being replenished. A PAN call was made and the decision made to divert. On approach, the caption cleared so the aircraft continued to the nearby heliport and the PAN was downgraded. On landing, the caption once again illuminated and the contents display disappeared. Engineering assistance sought. Fuel sensor found to be contaminated with water/engine wash fluid. All fuel sensors cleaned and refitted. Function check of supply tank and main fuel tank sensors carried out iaw AMM 28-40-00,5-1. Ground runs carried out to check supply tank indication system and aircraft returned to service.</p>					
EUROCOPTER EC135	UNKNOWN	Manoeuvring	1.5nm North of EGLC	07/01/2014	201400716
<p>Laser attack.</p>					
EUROCOPTER EC135	UNKNOWN	En-route	Overhead Glenavy	01/01/2014	201400662
<p>Green laser attack.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering	Overhead Carlton	26/01/2014	201401037
<p>Green laser attack.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route	Overhead Eastville	20/01/2014	201401055
<p>Green laser attack.</p>					
EUROCOPTER EC135	UNKNOWN	En-route	Overhead Harworth	28/01/2014	201401100
<p>Green laser attack.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Circuit pattern - downwind	EGCB : Manchester/Barton	25/01/2014	201400906
<p>Fuel quantity indication failure. On return to base, prior to entering the airfield circuit pattern, the 'F QTY FAIL' caption illuminated on the CAD and the nr2 Supply Tank Quantity Indication indicated zero on the VEMD. Actions completed iaw FRCS. Aircraft landed without further incident, operations informed and engineering assistance sought. Nr2 supply tank fuel quantity removed, cleaned and refitted iaw AMM. During removal, 1x electrical connection suspected as cause of failure. Ground run check of Supply Tank Indication system carried out. During check, the nr1 Supply Tank Fuel quantity sensor found to fail the check. Nr1 Supply Tank Fuel quantity sensor removed, cleaned and refitted. Further ground run check of Supply Tank Indication system carried out. System serviceable, aircraft returned to service. Investigation under 201316084.</p>					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Standing : Engine(s) Start-up	EGUW : Wattisham	22/12/2013	201316586
<p>Transmission chip caption on start up. Start terminated and engineering assistance sought.</p>					

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Standing : Engine(s) Not Operating	EGCK : Caernarfon	02/01/2014	201400153
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Master caution 'XMSN CHIP'.

Landed for refuel and whilst closing down XMSN CHIP displayed on CAD with Master Caution. Further tasking cancelled and engineering advice sought.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Final approach	Exmoor	10/01/2014	201400442
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Nr1 engine chip light illuminated on approach.

'ENG CHIP' caption illuminated. Caption came on when aircraft at landing decision point. Pilot continued to land with no actions taken. On landing, FRCs consulted and nr1 engine shut down and engineering advice sought.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Standing : Engine(s) Start-up	Rhuddlan	19/12/2013	201316462
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Transmission chip warning on nr2 engine during start up.

Aircraft shut down and engineering assistance sought.

Supplementary 06/01/14:

Transmission chip detector inspected iaw AMM 63-40-00, 6.1 Nil debris apparent.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	En-route - holding	Gloucestershire	15/01/2014	201400666
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UK AIRPROX 2014/005 - EC135 on operational duties and an unknown light aircraft.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Standing : Engine(s) Not Operating	Husbands Bosworth	25/01/2014	201400864
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Main rotor blade attachment bolt locking pins incorrectly fitted.

At the commencement of night shift, the Duty Pilot conducted a pre-flight check of the aircraft and discovered that the Locking Pins on the trailing edge of the Yellow Main Rotor Blade Attachment Bolt were incorrectly installed. Aircraft had returned from Base Maintenance that morning. Engineering advice sought, engineers subsequently arrived and reinstalled the pins in accordance with the Maintenance Manual. Aircraft declared serviceable.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Operating	Llanwit Major	02/01/2014	201400044
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Nr2 engine chip caption illuminated.

After landing the nr2 engine chip caption appeared on the CAD. Aircraft shut down iaw emergency procedures. Operations and engineering informed. Nr2 engine front and rear magnetic chip detectors inspected, no particles found. MCD electrical connectors inspected, no fault found. Oil sample taken and sent for analysis. Ground run carried out, no further eng chip indications. Aircraft returned to service.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	En route	04/01/2014	201400152
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Unable to retract downlink antenna.

On completion of task the antenna retract switch was operated to park the antenna. Cockpit indications showed that the antenna was still down. This was confirmed by use of the camera pod. The antenna was facing rearwards at an angle of approximately 45 degrees from the vertical indicating that something had snapped. The antenna was facing rearwards due to the air stream it was being subjected to. System resets IAW FRC's were attempted but with no success. Aircraft RTB with subsequent actions carried out IAW FRC's. Inspection of the antenna showed that the piston rod had snapped near to the connection with the antenna. Aircraft grounded and now awaiting the arrival of the duty engineer.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering - landing	EGPF (GLA): Glasgow	02/01/2014	201400171
<p>Fuel contents indication discrepancy. In the hover, the fuel contents indication showed 46kg/70kg/42kg. The aircraft landed and the main fuel contents indication was observed to decrease to 54kg resulting in a fuel balance of 46kg/54kg/42kg. Engineering advice sought. Fault investigation carried out and fuel tanks drained. The main fuel tank probes and the supply tank probes were removed, cleaned and refitted. Fuel monitoring and quantity indication tests carried out in accordance with AMM 28-40-00, 5-3. Fuel transferred from main tank to supply tanks to check Low Fuel captions extinguished at correct indicated levels and amber captions extinguished correctly. Ground run carried out and system assessed serviceable. Aircraft returned to service.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	EGEG : GLASGOW CITY HELIPORT	24/01/2014	201400807
<p>Contaminated fuel in supply tanks. Whilst performing the daily fuel sump drains on the aircraft, the fuel samples taken from the LH and RH supply tanks showed signs of contamination. The contaminant was in the form of small 'milky' coloured globules which were initially suspended in the fuel but then sank to the bottom of the sample jar. The sample subsequently failed the water check using water detection capsules. Engineering assistance was sought. Further investigation into an indication problem carried out: No1 and No2 Supply Tank Fuel Indicating system carried out and subsequently found to be operating correctly. During the ground run, the No1 and No2 engines were checked for correct functioning of the Fuel System draining (return to Tank) system. System found to function correctly. Aircraft returned to service.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	EGPE (INV): Inverness	29/01/2014	201401029
<p>Nr2 supply tank contents indication failed 50hr indication check. During the company required 50hr fuel system indication check, the nr2 Supply Tank Indication System failed the check. Nr 2 Supply Tank Fuel Content Sensor removed, cleaned and refitted. Further ground run check of Fuel Contents Indication System carried out and found serviceable. Aircraft returned to service. Investigation under 201400199.</p>					
EUROCOPTER EC155	UNKNOWN	Climb to cruising level or altitude	VIKING HTZ	18/12/2013	201316405
<p>A helicopter climbed to FL53 instead of cleared FL50. A departing helicopter had requested and received clearance to climb to FL50 for transit to their destination. ATC then observed the helicopter's height readout to be FL53. ATC contacted the helicopter and instructed them to descend to FL50. ATC controller commented that they had to call the helicopter several times before receiving a reply. The pilot subsequently descended to FL50.</p>					
HUGHES 369	ALLISON USA 250 FAMILY	Initial climb	Droitwich	27/01/2014	201401047
<p>UK Reportable Accident: Loss of control on lift during first flight following maintenance. One POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.</p>					
MBB BK117	TURBOMECA, FRANCE ARRIEL	Standing	Lippitts Hill	10/11/2013	201314452
<p>Navigation lights illuminating incorrectly. On first arrival I saw the aircraft from a distance and noted that the starboard navigation light appeared red. On pre-flight walk around I turned on electrical power and confirm that the starboard navigation light was illuminating red and the port navigation light was illuminating green. Aircraft declared unserviceable and engineering informed of findings.</p>					
MBB BK117	TURBOMECA, FRANCE ARRIEL	Manoeuvring	Overhead Wandsworth	22/11/2013	201317047
<p>Persistent green laser attack.</p>					

MBB BK117	TURBOMECA, FRANCE ARRIEL	En-route	Overhead Stratford	28/12/2013	201317081
Blue laser attack.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Standing : Engine(s) Not Operating	Carr Gate	16/10/2013	201313376
Rotor 'blade sail'. Variable wind speeds during start and shut down caused rotor blades to 'sail' more than usual. Full engineering visual check carried out with nothing untoward found. Subsequent inspection of blades found what was believed to be an unrelated crack on nr2 blade leading edge near weight pocket. Replacement blade fitted.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Standing : Engine(s) Operating	EGSY (SZD): Sheffield city	26/10/2013	201313778
Rotor brake applied inadvertently. Whilst shutting down, pilot became distracted due to deteriorating weather conditions and started to apply rotor brake whilst engine still at ground idle. Aircraft then shut down normally and engineer called. No faults were found at time of inspection. Aircraft assessed serviceable.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Standing : Engine(s) Operating	EGCB : Manchester/Barton	04/11/2013	201314197
Yellow electronic engine control (EEC) caption on shutdown. Post landing checks both engines were selected to idle, number one engine responded normally, the number 2 engine remained at flight idle with a steady yellow EEC caption on the IIDS. 2 resets failed to cure the problem a manual shutdown was carried out. Post engineering advice a full start and shut down was carried out curing the problem.					
MD HELICOPTER MD900	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	En route	23/10/2013	201313653
Nr5 leading edge main rotor blade pin failure. 'Check main rotor balance' displayed on aircraft IIDS (Integrated Instrument Display System) during cruise. Flight continued to planned landing site (2nm/1min away) with no obvious abnormal vibration. Post shut down inspection the blades and pins revealed that the nr5 leading edge blade pin to be slightly extended than the rest. (5mm from below) and slightly proud of the top washer (2mm from above) indicating that the blade pin had likely sheared. Engineering advice sought.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Landing	Winfrith	25/11/2013	201315378
Harness release knob missing. During pre-landing checks, on checking harness release knob in locked position, found the harness release knob was missing. It was located on the floor in front of the heater selection and recovered by the from LH seat Obs. Post landing the 'spring washer' was located under the collective area> engineering advice sought. Harness release knob resecured and function tested satisfactory.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Approach	EGCB : Manchester/Barton	04/01/2014	201400155
After an operational flight, helicopter crew observed a green flare/firework to their RH side during approach, at approx 200ft. The flare/firework dipped down behind the helicopter and faded. Approach continued. No damage to helicopter found on landing.					

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	En route	11/01/2014	201400359
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Pitch link bearing failure.

During search task, 'check rotor balance' caption illuminated on integrated instrument display system (IIDS). No excessive vibrations apparent. Task cancelled and aircraft returned to base. During transit rotor balance check conducted. Increase in 1r vibration noticed in latter stages of approach, becoming more severe in hover. A/c shut down. Visual inspection revealed no 5 blade pitch link upper bearing had failed. Engineering advice sought.

Supplementary 20/01/14:

Pitch change link was fitted only 112:50hrs earlier. It was noted at that time the upper bearing was of the earlier type steel variety, not the later type ceramic variety (both can be fitted and have same part no). Recommend in the future that only pitch change links with ceramic type bearings issued due to extremely long life of ceramic bearings.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Scheduled maintenance	EGBJ (GLO): Gloucestershire	16/01/2014	201400570
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Internal engine damage. Severe carbon erosion of the CT disk and combustor.

Aircraft is currently undergoing scheduled maintenance. Prior to the maintenance input it was reported by the pilots that there was an increasing EGT on the left hand engine. Following a review of recorded data and discussions with the engine manufacturer (PW), the fault isolation activities detailed in EMM 71-00-00 were carried out, including a boroscope inspection. The boroscope inspection revealed severe carbon erosion of the CT disk and combustor. The engine has been rejected from the aircraft for repair. Total time since new = 4539.9 hours. Time since overhaul = 1008.96 hours. Total cycles since new = 5580 cycles. Hours remaining to next overhaul = 2915.31 hours. FDR not fitted. IIDS download data retained. Boroscope photographs available.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Hovering	Overhead Ashton in Makerfield	21/12/2013	201317038
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Green laser attack.

ROBINSON R44	LYCOMING 540 FAMILY	Approach	EGLK (BBS): Blackbushe	24/11/2013	201315393
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Downwash problem from an R44 operating from a site just outside the strip width and just North of the midpoint. Wind was northerly at approximately 5kts so blowing air towards the midpoint.

SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Landing	EGSH (NWI): Norwich	01/12/2013	201317026
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Excessively loud sonar alerts.

Excessively loud sonar alert heard by both crew during critical phase of night deck landing. Both pilots momentarily incapacitated by the painful sound. Appears to be no volume adjustment and has been reported before.

Supplementary 23/01/14:

The horn, amongst other things, provides an altitude alert based on the altitude set on the altimeter setting bug. Unusually the horn is an area horn which sounds in the cockpit and not through the intercom system. As per the ASRs this horn can be extremely loud and distracting and can be heard by the passengers which is not particularly ideal. For the crew it would appear the noise level can be exacerbated if a member of the crew is transmitting at the time due to feed back through the intercom. It would appear that crews have learnt to live with the issue which is why it has taken some time to come to light. My understanding is that the setup is unique to this type. The fix is to either modify the system through the intercom, or change out the version of the horn for another horn producing a lower decibel level, this appears to be the more practical fix which is being progressed by our Fleet Support through our Design Office.

SIKORSKY S76	UNKNOWN	Approach	EGNJ (HUY): Humberside	15/01/2014	201400813
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Green laser attack.

SIKORSKY S76	UNKNOWN	Cruise	Approaching LAGER	15/01/2014	201400949
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Laser attack.

SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Cruise	EGTF : Fairoaks	23/10/2013	201313571
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PAN declared and aircraft returned due to engine chip warning.
Nr1 engine chip caution illuminated. Aircraft turned and descended to maintain VMC and ECL actioned, nr1 engine retarded. Aircraft returned for engineering investigation. Investigation found one metallic particle attached in the accessory gearbox chip plug, which was sent for analysis.

SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Final approach	Santa Fe Monica Oil Platform	06/01/2014	201400293
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Autopilot malfunction. Collective trim not being controlled by the autopilot.
Occurred during the final stages of a practice ARA (weather was CAVOK), with the aircraft fully coupled (HDG, IAS and RALAT modes). At a range of approximately 2.5nm to destination, at 85kt and 200ft RadAlt, a DAFCS caution illuminated on the CAD. This caution draws the crews attention to the AP Annunciator Cluster Capsule. The CLTV was seen to be illuminated and at the same time the EGPWS called out MINIMUMS, MINIMUMS. At this point, the RadAlt height was observed to have dropped to 175ft (the audio callout having been triggered at 180ft due to the collective no longer being controlled by the AP) and the PF took control of the aircraft and recovered back to 350ft. The rest of the approach was flown manually and the aircraft landed normally (still with both autopilots functioning normally, just not coupled) on the platform. Once on deck, the APs were reset iaw with the checklist and the caution extinguished. On the return leg there were no further issues with the AP.

SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Scheduled maintenance	EGNH (BLK): Blackpool	13/01/2014	201400449
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Inoperative door indicator light.
During 12 month inspection, right cabin door 'Locked' indication in cockpit found inoperative. Fault traced to chafing and arcing wire, reference number SS7614-22-060, on right hand airframe bulkhead above cabin door, under roof lining at airframe station STA182, water line WL11. Recent inspections include 100, 300 and 900 hour inspections in accordance with manufacturer's requirements which do not include any inspection of the specific area where chafing was found.

SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Final approach	Viking B Oil Platform	11/07/2013	201317114
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Sonar alert on final approach extremely loud and painful through headsets.
On very short final, passing approx 150ft (250 below our ALT PRE setting of 400), sonar alert sounded, which it normally does at this point. However, the volume experienced through the headsets was bordering on excruciating. Both pilots were momentarily incapacitated by the painful sound. A safe landing was made. Reported to engineering upon return. This is not the first time that I have raised the issue of the volume of this system. There appears to be no volume adjustment available. The sound is made into the cockpit directly by a speaker under the instrument panel and is picked up by the headset microphones. Sonar alert horn adjusted location (minor due to its mounting) and flight report raised. This is an ongoing issue which fleet support are looking into, modifying the beacon or beacon system.

SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	En-route	EGCB : Manchester/Barton	16/12/2013	201317095
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Green laser attack.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 January 2014 and 31 January 2014

ABBREVIATIONS

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