



## OCCURRENCE LISTING

### Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 December 2013 and 31 December 2013

### FIXED WING AIRCRAFT

AERO COMMANDER 690	GARRET AIRESEARCH TPE 331 FAMILY	Climb to cruising level or altitude	En route	16/10/2013	201313244
AC690 climbed past cleared level of FL190 and reached FL199 before descending back. Standard separation maintained. Pilot had also mistakenly turned the wrong way after being given instruction to turn right onto a heading of 235deg.					
AVIONS ROBIN DR400	LYCOMING 360 FAMILY	Landing: Other	EGMD (LYX): Lydd	06/12/2013	201316029
LH wing contacted the runway on landing. The aircraft was just about to touch down when a gust of wind caught the aircraft and the LH wing struck the runway. Fire services escorted the aircraft onto the apron and an engineer was called to assess the damage. The pilot was unharmed and the aircraft sustained only superficial damage. A runway inspection was carried out with nothing found and the aircraft departed approx 1hr later.					
AVIONS ROBIN DR400	LYCOMING 235 FAMILY	Initial climb	EGHF : Lee-On-Solent	17/12/2013	201316373
Runway incursion. A lorry drove unescorted across the threshold of RW23 whilst an aircraft had been executing a touch and go on RW05. There had been no contact between the lorry driver and TWR. The aircraft pilot remarked on the close proximity of the lorry. Reporter commented that the lorry should have, but had not been, escorted by site security.					

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

<b>BEECH 200</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Standing : Engine(s) Not Operating</b>	<b>EGNJ (HUY): Humberside</b>	<b>11/09/2013</b>	<b>201311637</b>
Smoke in the flight deck. Shortly after turning on 'BAT and 'Avionics Master' and awaiting clearance to start, a burning smell was noticed followed by a light smoke on the flight deck. No passengers on board aircraft. 'BAT and 'Avionics Master switched off and smoke dissipated.					
<b>BEECH 200</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Change of cruise level</b>	<b>EGQS (LMO): Lossiemouth</b>	<b>16/09/2013</b>	<b>201312383</b>
Aircraft cleared to climb to FL250. However, the aircraft was observed to level at FL258. The controller queried this with the flight crew who apologised and stated it was due to an autopilot problem. The pressure setting was incorrect and therefore gave a difference of 997hPa (1080ft).					
<b>BEECH 200</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Final approach</b>	<b>EDVE (BWE): Braunschweig</b>	<b>09/09/2013</b>	<b>201315919</b>
Flap failure on approach, uneventful flapless landing completed. As flaps were selected they moved symmetrically approx 5deg then stopped and the flap control C/B popped. The aircraft had just been returned from painting and the fault transpired to be due to the incorrect rewiring of the replacement flap motor.					
<b>BEECH 200</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Missed approach or go-around</b>	<b>EGTC : Cranfield</b>	<b>06/12/2013</b>	<b>201316429</b>
Unauthorised attempted landing. Aircraft attempted to land outside published operating hours without seeking prior permission from the airport Authority. An airfield operations vehicle was conducting a runway inspection at the time when he reported to ATC that aircraft lights could be seen approaching. The vehicle vacated the runway. The aircraft was instructed to go-around until it was safe to land. It was later determined that the aircraft was positioning into the airport for maintenance work at a resident engineering company.					
<b>BEECH 200</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Circuit pattern - base leg</b>	<b>EGNL (BWF): Barrow/Walney Island</b>	<b>09/12/2013</b>	<b>201316553</b>
Laser attack.					
<b>BEECH 300</b>	<b>UNKNOWN</b>	<b>Taxi to runway</b>	<b>EGGW (LTN): London/Luton</b>	<b>18/10/2013</b>	<b>201313358</b>
BE300 travelled past clearance limit of A7 and was noticed taxiing at speed towards B2. Having gone ahead of an A320 holding at B1, pilot was immediately instructed to hold B1 to protect the runway and informed that their initial holding point had been A7. A320 continued taxiing to B1 and both aircraft were transferred to Tower. Pilot apologised. Operator cites crew coordination as contributing to the incident.					
<b>BEECH 58</b>	<b>CONTINENTAL (TELEDYNE) USA 550 FAMILY</b>	<b>Landing</b>	<b>EGNM (LBA): LEEDS BRADFORD</b>	<b>05/12/2013</b>	<b>201315791</b>
Aircraft landing and taking off in excessive wind strengths. All commercial operations had been suspended at this airport due to the wind strength. The aircraft landed with wind at 250 32 G48 and took-off approx 15mins later with wind at 250 35 G59. Serious safety concern.					

<b>BEECH 99</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>EGTU : Dunkeswell</b>	<b>26/10/2013</b>	<b>201313752</b>
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Aircraft cleared climb FL150 was observed passing FL156 and level at FL160. Standard separation maintained. Several unsuccessful attempts were made to contact the pilot. Aircraft was then seen to descend to FL153 before climbing again to FL160. Shortly after pilot reported 'drop complete and descending'. Pilot was asked to telephone Cardiff on landing. Subsequent apology received.

<b>BELLANCA 1419</b>	<b>CONTINENTAL (TELEDYNE) USA 470 FAMILY</b>	<b>En-route</b>	<b>Overhead Lundy Island</b>	<b>05/10/2013</b>	<b>201312734</b>
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Rough running engine.  
Aircraft overflying Lundy Island called a PAN due to rough running engine.

<b>BRITTEN NORMAN BN2T</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Initial climb</b>	<b>EGJJ (JER): Jersey, Channel Is.</b>	<b>15/11/2013</b>	<b>201315961</b>
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Laser attack.

<b>BRITTEN NORMAN BN2T</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Cruise</b>	<b>Lulworth</b>	<b>12/12/2013</b>	<b>201316261</b>
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Infringement of active Danger Area EG D026 (Lulworth) by an unknown aircraft squawking 7000 at 0931hrs. Aircraft identified as a BN2T. Firing did not commence until BN2T had been confirmed clear of the danger area. BN2T pilot responded to a blind call from Bournemouth ATC, who asked the pilot to contact military ATC. Pilot contacted military ATC, who informed the pilot of the infringement, and reminded him to remain outside of EG D026 and highlighted that EG D026 activity time started at 0930hrs. Pilot implied they had been unaware of the activity times of EG D026 by allegedly stating they had not see any NOTAMs regarding EG D026.

<b>CESSNA 172</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>EGLC (LCY): London city</b>	<b>06/12/2013</b>	<b>201315825</b>
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Infringement of the LTMA (Class A) by a C172 at 2800ft. City inbound EMB170 broken off approach. Avoiding action and traffic info given. Standard separation maintained.

<b>CESSNA 172</b>	<b>LYCOMING 360 FAMILY</b>	<b>Approach</b>	<b>Belfast CTR</b>	<b>21/11/2013</b>	<b>201316110</b>
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Green laser attack.

<b>CESSNA 172</b>	<b>LYCOMING 320 FAMILY</b>	<b>Approach</b>	<b>EGTE (EXT): Exeter</b>	<b>26/11/2013</b>	<b>201316183</b>
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Green laser attack.

<b>CESSNA 172</b>	<b>UNKNOWN</b>	<b>Final approach</b>	<b>EGTC : Cranfield</b>	<b>17/12/2013</b>	<b>201316411</b>
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C172 was issued landing clearance when runway was still occupied by fire vehicle.

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<b>CESSNA 172</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>EGTF : Fairoaks</b>	<b>20/09/2013</b>	<b>201312071</b>
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PAN declared due rough running engine.  
Aircraft declared a PAN with a rough running engine. ATC granted permission for aircraft to climb in Heathrow zone to gain height in the event of an engine failure.  
Aircraft executed a go-around.

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<b>CESSNA 182</b>	<b>LYCOMING 540 FAMILY</b>	<b>Circuit pattern - downwind</b>	<b>EGTK (OXF): Oxford/Kidlington</b>	<b>22/11/2013</b>	<b>201315178</b>
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Believed infringement of the Oxford/Kidlington ATZ (Class G) by a C182 squawking 4520 at 1500ft. Aircraft came into conflict with a departing C560.

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<b>CESSNA 182</b>	<b>CONTINENTAL (TELEDYNE) USA 470 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>EGAA (BFS): Belfast/Aldergrove</b>	<b>17/10/2013</b>	<b>201313307</b>
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C182 climbed above cleared altitude of 4000ft. Aircraft was observed with Mode C as 4300ft. QNH of 1011 had been passed twice and read back correctly. Standard separation maintained.  
QNH was reset and aircraft was observed to descend and level at 4000ft.

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<b>CESSNA 182</b>	<b>LYCOMING 540 FAMILY</b>	<b>Taxi</b>	<b>EGTK (OXF): Oxford/Kidlington</b>	<b>18/12/2013</b>	<b>201316434</b>
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Vehicle driver turning into cleared Taxiway K took avoiding action against an aircraft taxiing in the opposite direction.  
Both the vehicle and the aircraft subsequently continued on without further incident.

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<b>CESSNA 340</b>	<b>CONTINENTAL (TELEDYNE) USA 520 FAMILY</b>	<b>Initial climb</b>	<b>EGJJ (JER): Jersey, Channel Is.</b>	<b>24/09/2013</b>	<b>201312168</b>
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Emergency declared due to low oil pressure on RH engine. Aircraft returned.  
Pilot reported low oil pressure on RH engine. Aircraft returned and landed safely. Initially local standby declared but upgraded to full emergency.

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<b>CESSNA 402</b>	<b>CONTINENTAL (TELEDYNE) USA 520 FAMILY</b>	<b>Final approach</b>	<b>EGNX (EMA): NOTTINGHAM EAST MIDLANDS</b>	<b>08/11/2013</b>	<b>201314561</b>
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Firework observed during final approach to R/W27.  
A firework crossed the path of an aircraft during final approach to R/W27 but did not reach the aircraft's altitude. Pilot commented that evasive action had not been necessary but the firework had been a significant distraction and the close proximity of the firework had caused concern.

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<b>CESSNA 404</b>	<b>CONTINENTAL (TELEDYNE) USA 520 FAMILY</b>	<b>En-route</b>	<b>EGNX (EMA): NOTTINGHAM EAST MIDLANDS</b>	<b>15/11/2013</b>	<b>201315986</b>
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Green laser attack.

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<b>CESSNA 404</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>Overhead Spondon</b>	<b>25/11/2013</b>	<b>201316237</b>
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Green laser attack.

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<b>CESSNA 406</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Cruise</b>	<b>EGPL (BEB): Benbecula</b>	<b>12/12/2013</b>	<b>201316098</b>
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PAN declared due to electrical burning smell in flight deck. Aircraft diverted. Checklist carried out even though no smoke or fumes apparent. The aircraft was escorted to the apron by fire services who used thermal detection equipment to ascertain if there was a traceable heat source. Nothing registered. Apparent source of smell was on the Captain's side. On selection of the propeller de-ice system the electrical smell reappeared.

<b>CESSNA 406</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Final approach</b>	<b>EGLF (FAB): Farnborough civil</b>	<b>22/11/2013</b>	<b>201316115</b>
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Green laser attack.

<b>CESSNA 510</b>	<b>PRATT &amp; WHITNEY (CANADA) Other</b>	<b>Initial climb</b>	<b>EGLD : Denham</b>	<b>03/09/2013</b>	<b>201314250</b>
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Infringement of the Denham ATZ (Class G) by a C510 at 700ft, due to flight crew misinterpretation of the Northolt departure plate. C510 subsequently received a traffic warning.

<b>CESSNA 525</b>	<b>UNKNOWN</b>	<b>Climb to cruising level or altitude</b>	<b>BNN</b>	<b>03/11/2013</b>	<b>201314116</b>
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An aircraft, in climb to cleared FL80, reached FL84 before descending back to FL80. Standard separation maintained. ATC had observed the aircraft at FL82 and instructed it to descend to FL080, reinforcing the QNH 1013 pressure setting.

<b>CESSNA 525</b>	<b>WILLIAMS FJ44</b>	<b>Scheduled maintenance</b>	<b>EGHH (BOH): Bournemouth/Hurn</b>	<b>04/12/2013</b>	<b>201315765</b>
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Damaged wiring loom in fuel tank. During inspection it was found that the wiring loom to nr2 fuel probe in the fuel tank appears to have been chafed leading to arcing within the fuel tank. It is thought that the cable tie friction caused the chafing. Loom to be replaced and fuel system calibrated.

<b>CESSNA F152</b>	<b>LYCOMING 235 FAMILY</b>	<b>En-route</b>	<b>EGPF (GLA): Glasgow</b>	<b>20/11/2013</b>	<b>201314984</b>
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Infringement of the Glasgow CTR (Class D) by a C152 at 3200ft. Separation minima was maintained. The aircraft was observed to infringe the zone by 1nm and when the pilot was informed, he apologised.

<b>CESSNA F172</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>EGWN : Halton</b>	<b>24/10/2013</b>	<b>201316034</b>
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C172 operating between 1000-1500ft in conflict with circuit procedure. C172 had acknowledged that RAF Halton was using R/W20 and that the circuit was busy to the South with gliders and powered aircraft circuits to the North.

<b>CESSNA FRA150</b>	<b>CONTINENTAL (TELEDYNE) USA 200 FAMILY</b>	<b>Taxi from runway</b>	<b>EGPK (PIK): GLASGOW PRESTWICK</b>	<b>12/10/2013</b>	<b>201313178</b>
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Engine failure on runway. Following a normal landing aircraft was approaching taxiway to vacate when engine failed. Several unsuccessful attempts were made to restart engine. It was then established that the aircraft had run out of fuel. Fuel loaded into tanks, engine started and aircraft taxied away to stand. Pilot reports that the reason for the fuel starvation was incorrect fuel required calculations for the intended flight duration. Additionally, pilot reports failure to lean the engine sufficiently to obtain the optimum performance

<b>DE HAVILLAND DH82</b>	<b>DE HAVILLAND GIPSY MAJOR</b>	<b>En-route</b>	<b>EGSC (CBG): Cambridge</b>	<b>22/09/2013</b>	<b>201312879</b>
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Rough running engine reported.  
The aircraft landed safely and upon inspection it was found that the LH magneto was faulty and it was replaced. A subsequent engine ground run was successful.

<b>DIAMOND DA40</b>	<b>THIELERT Centurion 1.7 (TAE 125)</b>	<b>Cruise</b>	<b>EGNE : Repton/Gamston</b>	<b>04/12/2013</b>	<b>201315741</b>
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Uncommanded engine shutdown.  
Approx 15mins into stable cruise on autopilot with the power set at 73%, the engine suddenly wound down to 0% power. No warning, cautions or abnormal engine instrument readings. Checklist procedure carried out and the electronic engine control unit (EECU) voter switch moved to different settings, when moved from 'AUTO' to 'A' the engine returned to normal but with 'ECU A FAIL' and 'ECU B FAIL' intermittently showing. Subsequent engineering investigation has found a broken wire inside a crimp joint. Internal investigation ongoing.

<b>DIAMOND DA40</b>	<b>UNKNOWN</b>	<b>Maintaining position</b>	<b>EGBE (CVT): Coventry</b>	<b>04/12/2013</b>	<b>201315768</b>
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Runway Incursion. An aircraft taxied onto R/W23 ahead of an aircraft backtracking to line-up.

<b>DIAMOND DA42</b>	<b>THIELERT Centurion 1.7 (TAE 125)</b>	<b>Take-off run</b>	<b>EGHH (BOH): Bournemouth/Hurn</b>	<b>11/09/2013</b>	<b>201311580</b>
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RH Engine Control Unit (ECU) failed on take-off roll  
RH Engine Control Unit (ECU) 'fail' annunciation appeared during take-off roll, aircraft became airborne and levelled out at 2000ft. Checklists consulted. Caution did not reset, aircraft returned for engineering investigation. The turbo waste gate diaphragm was found to have ruptured. Diaphragm replaced.

<b>DIAMOND DA42</b>	<b>THIELERT Centurion 1.7 (TAE 125)</b>	<b>Approach</b>	<b>EGBE (CVT): Coventry</b>	<b>17/09/2013</b>	<b>201312167</b>
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Full emergency declared due engine fire indication.  
Pilot reported an engine fire indication but did not believe that an engine was on fire. Full emergency was declared.

<b>DIAMOND DA42</b>	<b>THIELERT Centurion 1.7 (TAE 125)</b>	<b>En-route</b>	<b>EGHH (BOH): Bournemouth/Hurn</b>	<b>30/09/2013</b>	<b>201312543</b>
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LH gearbox oil leak observed during the cruise as a stall recovery was being practiced.  
Students sitting in the back noticed fluid leaking from the LH engine. The aircraft returned. Following investigations, pipe from oil cooler found to be leaking when engine at full operating temperature. Manufacturer advised and part replaced under warranty.

<b>DIAMOND DA42</b>	<b>OTHER (AUSTRO E4 (AE300))</b>	<b>Initial climb</b>	<b>EGNV (MME): TEESIDE</b>	<b>09/10/2013</b>	<b>201312946</b>
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RH alternator failure.  
Aircraft on training detail. Shortly after take-off following two 'touch and go' 'L ALTN Amps' caption seen momentarily. It was then planned to simulate engine failure using RH engine. As engine power set to zero RH alternator caption 'R ALTN FAIL' illuminated accompanied by the intercom failing. Instruments confirmed RH alternator not producing power. Training ceased, checklists actioned and aircraft returned. No cause could be found for the 'L ALTN Amps' caption. The 'R ALTN FAIL' caption was caused by the rupture of the 10amp fuse supplying the RH voltage regulator. No cause could be found for the fuse rupture. Intercom failure was the result of normal load shedding in the event of alternator failure.

<b>DIAMOND DA42</b>	<b>THIELERT Centurion 1.7 (TAE 125)</b>	<b>En-route</b>	<b>EGGP (LPL): Liverpool</b>	<b>15/10/2013</b>	<b>201313210</b>
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MAYDAY declared due smoke in the cockpit.  
Suspected electrical smoke in the cockpit from the MFD area, with MFD brightness significantly reduced. Checklists carried out iaw SOPs. After declaring MAYDAY, aircraft diverted and landed with fire services in attendance. After landing an engineering inspection was carried out and the symptoms could not be recreated. The aircraft was ferried VFR to maintenance base with MFD disabled as a further precaution.

<b>DIAMOND DA42</b>	<b>UNKNOWN</b>	<b>Climb to cruising level or altitude</b>	<b>EGWU (NHT): Northolt</b>	<b>10/12/2013</b>	<b>201315985</b>
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Loss of separation between a DA42 and a GLF5. Traffic info and avoiding action was given to an A319 as a result of this incident.

<b>FLY BUY ULTRALIGHTS IKARUS C42</b>	<b>BOMBARDIER ROTAX 912</b>	<b>En-route</b>	<b>EGHI (SOU): Southampton</b>	<b>24/11/2013</b>	<b>201315196</b>
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Infringement of the Solent CTA (Class D) by an Ikarus C42 at 3500ft. Separation minima was maintained.  
A DHC8 was held on the runway for departure until the infringer was clear. The pilot of the infringing aircraft reports that he was going to fly a well followed route at 1500ft following railway and river lines, which would have kept him well clear of CAS, when on this route he avoided following a compass course, to ensure he always knew where he was. The pilot was unable to raise Middle Wallop, but whilst above scattered cloud he could fly at 3600ft allowing him to fly over the MATZ. The pilot assumed this route would keep him even further away from Southampton's airspace but cloud cover thickened and deflected his course. The pilot was descending below broken cloud when he infringed. The appropriate lessons appear to have been learnt as a result of this incident.

<b>FLY BUY ULTRALIGHTS IKARUS C42</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>EGCC (MAN): Manchester/Intl</b>	<b>22/11/2013</b>	<b>201315152</b>
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Infringement of the Manchester CTR (Class D) at 1800ft by an Ikarus C42. Separation minima was maintained.  
The aircraft was identified through the controller contacting a local airfield and getting the aircraft to contact him. The RT quality was poor. No other aircraft were reported to have been affected by this incident.

<b>GROB G115</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>MIRSI</b>	<b>19/11/2013</b>	<b>201314918</b>
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Infringement of the Manchester TMA (Class A) by a Grob G115 at FL55. Separation minima was maintained with an aircraft routed away from the infringer.

<b>GROB G115</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>En-route</b>	<b>29/09/2013</b>	<b>201312424</b>
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PAN declared due to a fuel leak from the LH wing filler cap.  
Local standby called.

<b>GROB G115</b>	<b>LYCOMING 360 FAMILY</b>	<b>Landing roll - on runway</b>	<b>EGUB (BEX): Benson</b>	<b>11/09/2013</b>	<b>201311650</b>
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Severe nose wheel shimmy on landing.  
Shimmy continued for a considerable time until the aircraft had slowed down. Engineers inspection carried out and excessive play was found in the torque links. Upper and lower bushes replaced iaw AMM.

<b>GROB G115</b>	<b>LYCOMING 360 FAMILY</b>	<b>Circuit pattern - downwind</b>	<b>EGUO : Colerne</b>	<b>10/09/2013</b>	<b>201311673</b>
<p>Generator failure. Both crew members noticed a Generator and associated 'Low Volt' caption on the CWP. The instructor took control and directed the student to refer to his flight reference cards (FRC's). The student completed the initial FRC drills whilst the instructor flew the aircraft; a reset of the generator was attempted after landing to no avail. Both Generator and Low volt captions remained on until shutdown. When power was applied to the aircraft post flight, it was noted that the battery voltage was low. Initial post-flight debrief from the aircrew indicated that prior to the flight, the aircraft, due to involvement in a ground exercise, had had the battery in use for an unusually lengthy period prior to the flight. The battery was eight months into the twelve month maintenance life. The battery was replaced.</p>					
<b>JABIRU JABIRU</b>	<b>JABIRU 2200</b>	<b>Taxiing: Other</b>	<b>EGTU : Dunksell</b>	<b>01/08/2013</b>	<b>201315992</b>
<p>UK Reportable Accident: Whilst avoiding animal on runway, taxied off and nose forward. Two POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.</p>					
<b>LUSCOMBE 8</b>	<b>CONTINENTAL (TELEDYNE) USA 200 FAMILY</b>	<b>Standing : Engine(s) Start-up</b>	<b>EGHP : Popham</b>	<b>22/12/2013</b>	<b>201316645</b>
<p>UK Reportable Accident: Pilot hand-swung the propeller to start the engine. Aircraft moved forward and collided with a hanger. One POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.</p>					
<b>MOONEY M20K</b>	<b>CONTINENTAL (TELEDYNE) USA 360 FAMILY</b>	<b>Initial climb</b>	<b>EGKB (BQH): Biggin hill</b>	<b>20/09/2013</b>	<b>201312437</b>
<p>PAN declared due to engine malfunction during initial climb. Shortly afterwards the pilot confirmed the problem had been rectified, but would be returning. The aerodrome fire services were in attendance.</p>					
<b>OTHER (Czaw Sportcruiser)</b>	<b>JABIRU 3300</b>	<b>En-route</b>	<b>LFBL (LIG): Limoges Bellegarde</b>	<b>07/06/2012</b>	<b>201216066</b>
<p>Infringement of the Limoges CTR (Class D) by a CZAW Sportcruiser. The pilot of the aircraft was traced and advised of the seriousness of this incident.</p>					
<b>OTHER (Magic Cyclone - Microlight)</b>	<b>UNKNOWN</b>	<b>Circuit pattern - crosswind</b>	<b>Otherton</b>	<b>04/12/2013</b>	<b>201315786</b>
<p>UK AIRPROX 2013/172 - Microlight and a military helicopter.</p>					
<b>OTHER (Taylor Titch)</b>	<b>CONTINENTAL (TELEDYNE) USA 200 FAMILY</b>	<b>Take-off</b>	<b>EGNF : NETHERTHORPE</b>	<b>15/12/2013</b>	<b>201316254</b>
<p>UK Reportable Accident: Aircraft crashed on take-off. Aircraft destroyed. One POB sustained a minor injury. Subject to AAIB AARF investigation.</p>					
<b>PIAGGIO P180</b>	<b>UNKNOWN</b>	<b>Approach</b>	<b>EGTE (EXT): Exeter</b>	<b>01/12/2013</b>	<b>201316344</b>
<p>Green laser attack.</p>					



<b>PILATUS PC12</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>BNN</b>	<b>15/10/2013</b>	<b>201313202</b>
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PC12 took heading and climb instructions intended for a B767 and climbed through cleared FL80. Standard separation maintained. PC12 had initially taken a heading instruction for the B767 and was subsequently told that the instruction was for the B767. Controller believes that the PC12 had then taken the climb clearance subsequently addressed to the B767 but that he had only heard B767s reply on the frequency.

<b>PILATUS PC12</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Normal descent</b>	<b>HEMEL</b>	<b>19/11/2013</b>	<b>201314937</b>
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PC12 instructed to descend to FL220 observed passing FL215. Aircraft instructed to climb to FL220. Aircraft reached FL213 before climbing back to cleared level. Standard separation maintained.

<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Landing roll</b>	<b>EGTO (RCS): Rochester</b>	<b>29/11/2013</b>	<b>201316127</b>
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LH main landing wheel struck middle LH threshold light. Due to high crosswinds the pilot elected a flapless landing following a go-around. The aircraft landed long and fast. As the end of the runway was approaching the pilot elected to veer left as he could see more grass. He did not see the threshold lights until the last minute when it was too late to do any corrective action. The light assembly was broken beyond repair. LH wheel fairing was damaged.

<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>MAY</b>	<b>13/12/2013</b>	<b>201316142</b>
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Infringement of the LTMA (Class A) by a PA28 at 3900ft resulting in a loss of separation against an inbound airliner. Traffic info given.

<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Circuit pattern - base leg</b>	<b>EGHH (BOH): Bournemouth/Hurn</b>	<b>25/11/2013</b>	<b>201316184</b>
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Green laser attack.

<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>EGNH (BLK): Blackpool</b>	<b>22/11/2013</b>	<b>201316185</b>
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Green laser attack.

<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Circuit pattern - downwind</b>	<b>EGNR : Hawarden</b>	<b>10/12/2013</b>	<b>201316590</b>
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Two aircraft subjected to a laser attack from the same source.

<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Take-off run</b>	<b>EGGD (BRS): Bristol/Lulsgate</b>	<b>01/12/2013</b>	<b>201315653</b>
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Aircraft departed the runway edge on take-off run. Student had not allowed for increased torque on powering up and was positioned left of the centre line. He decided to correct this and combined with the torque he over compensated and ran off the side of the runway.

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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>EGGD (BRS): Bristol/Lulsgate</b>	<b>12/11/2013</b>	<b>201314573</b>
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Infringement of the Bristol CTA-8 (Class D) at 5200ft by a PA28. Separation minima was maintained.  
The instructor reported that he failed to allow for the strong northerly winds and tried to achieve a lot of tasks in a short period of time.

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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>EGTK (OXF): Oxford/Kidlington</b>	<b>14/09/2013</b>	<b>201311728</b>
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Precautionary landing made due to rough running engine.  
Diversion made and local standby initiated at the airfield. Fire services inspected the aircraft off the runway.

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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>EGLD : Denham</b>	<b>25/11/2013</b>	<b>201315282</b>
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Infringement of London CTR (Class A) by a PA28 at 1000ft. Separation minima was maintained but departures were delayed from Heathrow until the aircraft was clear. The aircraft was initially squawking 7000, but was eventually identified but the controller calling Denham aerodrome. Heathrow departures were resumed approx 4mins later. The pilot involved in this infringement was hiring for the first time having just passed his PPL skill test. On this flight, he went out to the local area, navigating to Finmere, then returning to Denham via Princes Risborough and Bovingdon. It was on the return leg from Princes Risborough to Bovingdon where the pilot became disoriented. The plan was to fly to Bovingdon and then on to St. Giles VRP (Denham was operating on R/W06). The pilot saw Bovingdon but instead of turning overhead, turned approximately 2nm early. This led to him being West of his desired track and so missed the VRP. He compounded the mistake by failing to head North once his time for the leg had over run. Once the pilot landed, the incident was discussed and the pilot was very apologetic. The pilot will now fly a sortie that focuses on the rejoin procedure for Denham to reiterate what he learned during his PPL training.

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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>EGPF (GLA): Glasgow</b>	<b>22/11/2013</b>	<b>201315442</b>
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Infringement of the Glasgow CTR (Class D) by a PA28 at 2000ft. Separation minima was maintained.  
After being asked by the controller whether the pilot wanted to transit the Glasgow CTR and saying 'no', the aircraft shortly afterwards infringed the area. The aircraft was approx 1nm inside the zone and paralleling the boundary. Once the student was notified, he apologised and left CAS. The flight continued without further incident.

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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>Ledbury</b>	<b>02/12/2013</b>	<b>201315657</b>
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UK AIRPROX - 2013/171 - PA28, in receipt of a Basic Service and a military aircraft, 2nm SW of Ledbury in Class G airspace.

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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Landing roll - off runway</b>	<b>EGCB : Manchester/Barton</b>	<b>11/12/2013</b>	<b>201316091</b>
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UK Reportable Accident: Overran end of runway into boggy ground. Two POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.

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<b>PIPER PA28R</b>	<b>CONTINENTAL (TELEDYNE) USA 346 FAMILY</b>	<b>En-route</b>	<b>EGFF (CWL): Cardiff</b>	<b>23/11/2013</b>	<b>201315356</b>
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Infringement of the Cardiff CTA-5 (Class D) by a PA28R at 5000ft. Separation minima was maintained.  
The infringement with this IFR aircraft appears to have resulted from a breakdown in coordination between Cardiff and a neighbouring unit.

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<b>PIPER PA28R</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>EGUY : Wyton</b>	<b>14/11/2013</b>	<b>201314813</b>
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Infringement of the Wyton ATZ (Class G) at 1500ft by a PA28R. Separation minima was maintained and traffic info was passed.  
A short while later, the pilot of the PA28R called to apologise for his error.

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PIPER PA31	UNKNOWN	Cruise	THRED	20/11/2013	201314994
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PA31 cleared to 5000ft. Aircraft observed descending through 4700ft. Controller advised pilot clearance of 5000ft. Aircraft reached 4600ft before climbing back to 5000ft.

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PIPER PA31	UNKNOWN	Normal descent	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	25/11/2013	201315283
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PA31 cleared to descend from FL180 to FL110. Aircraft requested further descent on transfer to next sector and told to standby. Aircraft observed at FL106. Aircraft climbed back to FL110. Aircraft given further descent. Standard separation maintained.

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PIPER PA31	LYCOMING 540 FAMILY	Cruise	EGWU (NHT): Northolt	26/11/2013	201315555
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Loss of oil pressure on RH engine.  
Aircraft returning from survey task. A significant mismatch between LH and RH Manifold Air Pressure (MAP) RH engine steady at 20" which was 12" less than LH which was indicating as expected. Decision made to divert for engineering assistance. After approx 5mins the MAP on the RH engine returned to normal without any movement of throttles. The oil pressure on the RH engine began to fall and stabilised in the amber range. Once the aircraft had landed the ERH oil pressure indicated just above zero therefore the engine was shut down and aircraft taxied to stand on single engine. Reporter had been made aware of an issue regarding high oil consumption on the referenced engine on previous flights. Nr6 cylinder had low compression on testing. Nr6 cylinder removed and two of the cylinder head rings were seen to be damaged.

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PIPER PA31	LYCOMING 540 FAMILY	Initial climb	EIDW (DUB): Dublin	11/12/2013	201316371
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Aircraft returned due to landing gear failure to retract after take-off.  
The landing gear transit light remained illuminated following selection of gear retract lever. Extend was then selected and the gear failed to extend. Radar vectors were requested for a return and manual extension was successfully used to extend the landing gear. Fire services were in attendance and followed the aircraft to stand.

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PIPER PA34	CONTINENTAL (TELEDYNE) USA 360 FAMILY	En-route - holding	Oxford	12/12/2013	201316179
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UK AIRPROX 2013/175 - PA34 and a G115E in the Oxford overhead in Class G airspace at 4500ft. Traffic info given.

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PIPER PA38	LYCOMING 235 FAMILY	Final approach	EGNT (NCL): Newcastle	02/12/2013	201315707
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Runway incursion by a ground vehicle whilst aircraft on short final.  
PA38 cleared to land R/W25. Ranger Vehicle requested to cross the runway from CW to E. Controller advised Ranger to hold at CW due to aircraft on short final. Ranger read back "cleared to cross at CW" and proceeded across a lit stop bar towards the runway. Controller immediately responded "negative, vacate immediately, hold CW, aircraft short final". The vehicle reversed and reported vacated just as the aircraft crossed the threshold. Daylight conditions.

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PIPER PA38	LYCOMING 235 FAMILY	Approach	EGNT (NCL): Newcastle	07/12/2013	201316337
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Green laser attack.

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PIPER PA38	LYCOMING 235 FAMILY	Approach	EGGP (LPL): Liverpool	09/12/2013	201316589
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Green laser attack.

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<b>PIPER PA39</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>LFMK (CCF): Carcassonne Salvaza</b>	<b>31/03/2012</b>	<b>201216065</b>
Infringement of Carcassonne airspace (Class D) by a PA39. The pilot was traced and informed of the seriousness of the incident.					
<b>SOCATA (TBM850)</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Cruise</b>	<b>Abeam BEL</b>	<b>01/11/2013</b>	<b>201314940</b>
An aircraft was observed descending to FL300 from cleared FL310. ATC instructed the aircraft to return to FL310. Standard separation maintained. The aircraft had received their Oceanic clearance of FL300 a few minutes prior, and had believed the clearance from Shanwick had been an instruction to descend.					
<b>SOCATA TB10</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>WAL</b>	<b>19/11/2013</b>	<b>201314934</b>
Infringement of the Liverpool CTA (Class D) by a TB10 at 3200ft. Separation minima was maintained. An inbound B737 had its descent stopped in order to maintain separation. When the pilot of the infringing aircraft was informed that he had entered CAS he stated that he was unable to get in on the frequency earlier. He was subsequently told that he must remain outside CAS when no clearance has been issued by ATC.					
<b>STEARMAN A75</b>	<b>LYCOMING R 680</b>	<b>Normal descent</b>	<b>EGBJ (GLO): Gloucestershire</b>	<b>12/10/2013</b>	<b>201313098</b>
Loss of two-way communications whilst requesting to join the circuit. The pilot stated the Push To Talk (PTT) button failed when requesting to join the circuit. As the PTT was out for approx 5mins. ATC issued the aircraft with blind joining and landing instructions.					
<b>SUPERMARINE SPITFIRE</b>	<b>ROLLS-ROYCE V1650 (MERLIN)</b>	<b>Scheduled maintenance</b>	<b>EGSU : Duxford</b>	<b>28/11/2013</b>	<b>201315563</b>
Upper LH and RH engine bearer retaining bolts did not have any nuts installed. Investigation of the aircraft records determined that the last access was in 2009 to replace some pulled rivets. It is assumed that after the replacement of the rivets the subject nuts were omitted to be refitted.					
<b>TECNAM (P2006)</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Non-scheduled maintenance</b>	<b>EGBJ (GLO): Gloucestershire</b>	<b>28/11/2013</b>	<b>201315575</b>
Right hand engine vibration. On investigation nr2 cylinder found to have zero compression. Cylinder head removed and inspected, exhaust valve head seen to be about to fail.					
<b>VULCAN P68</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route: Other</b>	<b>EGGP (LPL): Liverpool</b>	<b>21/11/2013</b>	<b>201316107</b>
Green laser attack.					
<b>ZLIN Z242L</b>	<b>LYCOMING 360 FAMILY</b>	<b>Standing : Engine(s) Not Operating</b>	<b>Unknown</b>	<b>19/12/2013</b>	<b>201316493</b>
Large hole in front LH lower cowling. During the power check before the flight, a slight backfire pop was heard when closing the throttle. All engine parameters were normal during the climb out but the rate of climb was noticed to be less than expected. The remainder of the flight was uneventful. It was when the aircraft was on the ground that a hole was noticed in the cowling. Initial thoughts are that, at some point, the exhaust became detached from the silencer box and hot gases damaged the cowling.					

# OCCURRENCE LISTING

## Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 December 2013 and 31 December 2013

### ROTARY WING AIRCRAFT

<b>AEROSPATIALE AS350</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Cruise</b>	<b>EGVP : Middle wallop</b>	<b>24/09/2013</b>	<b>201312214</b>
<p>Engine chips caption. Aircraft on training sortie. Engine chips captions appeared on Central Warning Panel. PAN declared and aircraft landed at suitable site to await engineering assistance. Oil system drained and small amount of debris found on chip detector. Engine removed from aircraft.</p>					
<b>AEROSPATIALE AS355</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Standing : Engine(s) Not Operating</b>	<b>Outer Hebrides</b>	<b>04/12/2013</b>	<b>201316342</b>
<p>Storm damage incurred on the ground. Aircraft was parked and tethered during a storm with winds in excess of 90-100kts. The winds caused an exceptional amount of blade movement, breakage of the blade tie downs and the blade to strike the horizontal stabiliser and tailboom. The main rotor blade droop ring stirrup nuts also came loose.</p>					
<b>AEROSPATIALE AS355</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Take-off</b>	<b>EGPE (INV): Inverness</b>	<b>22/07/2013</b>	<b>201310363</b>
<p>Unsecured door. Correct actions carried out by the pilot. The door blocks and mechanism were inspected and found to be serviceable. A walk round inspection had been carried out prior to the flight but had failed to notice that the door was not properly secured.</p>					
<b>AEROSPATIALE AS365</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>En-route</b>	<b>En-route</b>	<b>27/09/2013</b>	<b>201312965</b>
<p>No MARMs data whilst nose landing gear centering system unserviceable. No data can be collected as the computer thinks the aircraft is on the ground when the undercarriage is locked down for the faulty nose centering unit. Although the MEL can defer the leg being locked down for 10 days, the MARMs at this time has to be made unserviceable as it cannot collect data and carries a 72hr or 8 consecutive trip rectification time. No separate MEL exists.</p>					
<b>AGUSTA A109</b>	<b>PRATT &amp; WHITNEY (CANADA)</b>	<b>En-route</b>	<b>Overhead Watford</b>	<b>02/11/2013</b>	<b>201315727</b>
<p>Green laser attack.</p>					
<b>AGUSTA A109</b>	<b>UNKNOWN</b>	<b>Approach</b>	<b>EGGP (LPL): Liverpool</b>	<b>16/11/2013</b>	<b>201315975</b>
<p>Green laser attack.</p>					

<b>AGUSTA A109</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Final approach</b>	<b>Withypool</b>	<b>08/12/2013</b>	<b>201315989</b>
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UK Reportable Accident: Aircraft struck trees during forced landing. One POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.

<b>AGUSTA A109</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Manoeuvring</b>	<b>EGLD : Denham</b>	<b>29/11/2013</b>	<b>201316228</b>
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Green laser attack.

<b>AGUSTA A109</b>	<b>PRATT &amp; WHITNEY (CANADA) PW200 FAMILY</b>	<b>En-route</b>	<b>En-route</b>	<b>21/09/2013</b>	<b>201312304</b>
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Loss of communications due to headset fault.

The pilot was able to receive transmissions, but was unable to transmit. The pilot switched boxes to no avail and also changed squawk to 7600. Upon landing, the headset he was using was inspected and it was found to have a broken wire. A replacement headset was installed.

<b>AGUSTA A109</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Cruise</b>	<b>EGBW : Wellesbourne mountford</b>	<b>02/12/2013</b>	<b>201315705</b>
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Aircraft diverted due to main transmission oil chip warning caption.

Checklists actioned, speed and power reduced and the decision was made to land at closest available airfield. Engineering assistance sought on arrival.

<b>AGUSTA A109</b>	<b>PRATT &amp; WHITNEY (CANADA) PW200 FAMILY</b>	<b>En-route</b>	<b>Wethersfield</b>	<b>09/11/2013</b>	<b>201314498</b>
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Overflight of active Wethersfield airfield (Class G) by an A109 at 1000ft. No RT comms.

Farnborough LARS stated that the return was showing 1100ft on Mode C and squawking 7000. There was a glider airborne at the time who saw the helicopter approx 2km away by the navigation lights. The aerodrome is marked on the NATS 1:500,000 chart as an area of Intense Glider Activity up to and including 2400ft.

<b>BELL (B429)</b>	<b>PRATT &amp; WHITNEY (CANADA)</b>	<b>Standing</b>	<b>Battersea Heliport</b>	<b>05/12/2013</b>	<b>201316350</b>
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Laser observed illuminating the Heliport passenger building, and the rear of a helicopter ready for departure.

<b>BELL 206</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Cruise</b>	<b>EGCC (MAN): Manchester/Intl</b>	<b>17/12/2013</b>	<b>201316320</b>
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Infringement of the Manchester CTR (Class D) by a helicopter squawking 7000, resulting in loss of separation with a Manchester outbound airliner. CAIT activated.

The helicopter had called Manchester ATC requesting to transit the LLR (Low Level Route) Southbound under a FIS. The controller informed the helicopter they would receive a Basic Service and instructed them to remain outside CAS. The helicopter subsequently infringed CAS. Reporter stated that avoiding action had been deemed unnecessary as the airliner had already been moving away from the helicopter.

<b>BELL 206</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Scheduled maintenance</b>	<b>EGHO : Thruxton</b>	<b>04/12/2013</b>	<b>201315743</b>
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Incorrect bolt used in tail rotor gearbox.

During disassembly of the tail rotor gearbox it was found that an incorrect bolt had been installed in the output bevel gear.

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<b>BELL 206</b>	<b>ALLISON USA 250 FAMILY</b>	<b>En-route</b>	<b>EGWN : Halton</b>	<b>24/10/2013</b>	<b>201316033</b>
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Bell 206 operating at between 500-1000ft in conflict with circuit procedures.  
Bell 206 called on Halton radio and was told that RAF Halton was using R/W20 with an active glider circuit to the left and a powered active circuit to the right. AGCS operator had also added that it would be appreciated if the Bell 206 could stay above 2000ft.

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<b>EUROCOPTER EC120</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Standing : Rotors turning</b>	<b>EGSH (NWI): Norwich</b>	<b>28/09/2013</b>	<b>201312622</b>
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Passenger injury. Cut head during boarding.  
Passenger banged head on upper door seal as he stepped onto the skid to board the aircraft. The resulting injury was a large cut to his head which required hospital treatment. Investigation and review of boarding procedures to be carried out

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<b>EUROCOPTER EC135</b>	<b>UNKNOWN</b>	<b>Maintaining position</b>	<b>EGUW : Wattisham</b>	<b>24/10/2013</b>	<b>201313678</b>
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Runway incursion. EC135 lined up on R/W23 without authorisation and in front of two military helicopters still vacating the runway.  
EC135 had been cleared to holding point mid-point North, with two military helicopters landing in trail to the mid-point of the runway. EC135 received their departure clearance as they taxied. Military ADC stated that having watched the military helicopters touchdown safely and vacate the runway, their attention had been drawn to the EC135 when the flight crew reported ready for departure.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Standing</b>	<b>EGUB (BEX): Benson</b>	<b>30/11/2013</b>	<b>201315636</b>
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Inadvertent partial operation of LH door jettison while loading bags into the well area forward of a reversed LH seat.  
On loading bags into well area the bag slipped out of the reporter's hand and one of the bag straps caught the door jettison handle, breaking the tell tale wire and partially retracting the pins. Unable to reset and due to potential of door to detach in flight if pins left in current position the aircraft was declared unserviceable. Engineer attended and door pins reset and operating handle tell tale wire replaced.

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<b>EUROCOPTER EC135</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>Overhead Filton</b>	<b>17/11/2013</b>	<b>201316072</b>
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Green laser attack.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Air taxi/hover taxi</b>	<b>EGCB : Manchester/Barton</b>	<b>11/12/2013</b>	<b>201316084</b>
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Fuel indication malfunction.  
The aircraft had an ADD for spurious main tank fuel indications, the indication had been fluctuating by approx 30-40kg in flight and required the fuel tanks to be drained to change the sensor. The aircraft was to be delivered to maintenance base for this rectification work at cease work. During a 5min transit flight, the pilot observed forward and aft fuel pump lights were illuminated. It was assumed that the main tank indication of 30kg was spurious due to the deferred defect and that it was in fact an empty tank. After a couple of minutes flying, it was observed that the supply tanks continued to show full with no decrease in quantity. Whilst preparing to land, the warning gong sounded and the nr2 CWP low fuel light illuminated, 1min later the nr1 low fuel light illuminated. At no stage did the gauge reading change from 47/43kg and the amber low fuel lights did not illuminate at 35/35kg. On shutdown the gauges read 47/16/43 and both red low fuel lights were illuminated. Manufacturer contacted for assistance with investigation. Company fleet of this aircraft type have been suspended and fleet wide check of fuel indicating systems is being carried out.

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<b>EUROCOPTER EC135</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>Overhead Anfield</b>	<b>24/11/2013</b>	<b>201316182</b>
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Laser attack.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Approach</b>	<b>Overhead Glasgow</b>	<b>28/11/2013</b>	<b>201316386</b>
Green laser attack.					
<b>EUROCOPTER EC135</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Hovering</b>	<b>Overhead Birmingham</b>	<b>15/11/2013</b>	<b>201316388</b>
Laser attack.					
<b>EUROCOPTER EC135</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Circuit pattern - base leg</b>	<b>Overhead Chester</b>	<b>13/12/2013</b>	<b>201316591</b>
Green laser attack.					
<b>EUROCOPTER EC135</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Cruise</b>	<b>En route</b>	<b>28/09/2013</b>	<b>201312417</b>
Aircraft diverted due to low main rotor gearbox oil pressure indication. The transmission oil pressure gauge was noticed to drop below 0.5 bar. No indication of transmission oil pressure warning/caution light on CAD or warning panel, which should appear when indicated pressure is at 0.5 or below. Decision made to carry out a precautionary landing. En route to diversion airfield, the pressure indication would occasionally rise to normal operating pressure but most of the time indicated low. Oil temperature was normal. Suspected MGB pressure gauge sensor problem and warning indicator problem.					
<b>EUROCOPTER EC135</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Cruise</b>	<b>Rhuddlan</b>	<b>03/11/2013</b>	<b>201314157</b>
Force trim release failed. Force trim release failed during cruise. Item replaced.					
<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Scheduled maintenance</b>	<b>EGTG (FZO): Bristol/Filton</b>	<b>25/09/2013</b>	<b>201312416</b>
Hydraulic contents leaked During scheduled maintenance it was found that the contents of nr1 hydraulic system were 2/3 empty. Aircraft had only flown for a total of 6hrs since previous check. Engineering cleaned area and tightened unions on hydraulic pump reservoir.					
<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Landing</b>	<b>Strensham HEMS Base</b>	<b>04/10/2013</b>	<b>201312921</b>
Mast moment indicator (MMI) exceedance indication. Following a normal landing the aircraft settled on to an approx 3deg nose up slope resulting in a MMI exceedance warning. Following engineering checks and information received from manufacturer it was agreed that the exceedance was an indication error.					



<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Standing : Engine(s) Start-up</b>	<b>EGTG (FZO): Bristol/Filton</b>	<b>29/10/2013</b>	<b>201313948</b>
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Following engine start fuel was seen to be leaking from RH engine bay.  
On inspection fuel found to be leaking from the area of the HMU. Aircraft shut down to await engineering investigation. During routine maintenance the previous day the metering valve/adjusted air drain pipe had been removed to gain access to permit inspection of the Hydro Mechanical Unit (HMU). On investigation it was found that the fuel was leaking from the metering valve/adjusted air drain pipe connection which was removed and new seal fitted.

<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Standing : Engine(s) Start-up</b>	<b>EGAA (BFS): Belfast/Aldergrove</b>	<b>03/11/2013</b>	<b>201314124</b>
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No Nr indication on triple gauge.  
During start up, it was noted that the Nr needle on the triple gauge was reading below zero. The screen was tapped to see if the needle was just sticking but it did not move even after the second engine was started. The engines were shut down and the power recycled but the gauge still read zero and only moved to below zero. Engineers declared the gauge unserviceable.

<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Landing - Other</b>	<b>EGBB (BHX): Birmingham</b>	<b>05/11/2013</b>	<b>201314336</b>
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Fuel cap not replaced prior to flight.  
On landing flight crew member noticed that the fuel cap was loose on the cabin floor. No noticeable loss of fuel during flight and no evidence of spillage. Reporter suggests the error was a consequence of receiving an urgent call out during refuelling, resulting in the normal sequence of actions and responsibilities being altered.

<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Scheduled maintenance</b>	<b>EGTK (OXF): Oxford/Kidlington</b>	<b>11/11/2013</b>	<b>201314540</b>
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Overfly of maintenance due to incorrect calculation of flying hours.  
On review of Tech Log pages, it was found that one page had the flying hours incorrectly recorded. The hours read 3.20hrs and should have been 4.20hrs, hence the actual hours recorded when the 100hr inspection was carried out incurred a 50min overfly. Total of five items overflowed.

<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Scheduled maintenance</b>	<b>EGSH (NWI): Norwich</b>	<b>18/11/2013</b>	<b>201314895</b>
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Nr1 engine fire extinguisher inadvertently discharged.  
During pre-flight system checks, when nr1 engine fire extinguisher switch was selected to 'EXT/WARN', the extinguisher bottle was heard to discharge. Checks suspended and engineers advised. The inadvertent discharge of the bottle was found to be caused by a fault within the caution and advisory display unit. Fire extinguisher bottle and cartridges replaced and caution and advisory display replaced and function tested before return to service.

<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Initial climb</b>	<b>EGUB (BEX): Benson</b>	<b>19/11/2013</b>	<b>201314999</b>
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Aircraft returned due to 'Nr' tachometer indication failure.  
Shortly after take-off, the 'low rotor RPM' audio warning sounded. This was accompanied by 'Rotor RPM' on the warning panel. It was immediately apparent that the Nr was being maintained as normal, with the aircraft still climbing and no adverse engine indications. The rotor RPM needle on the triple tachometer was seen to be fluctuating around zero with both engine needles still indicating normally.

<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Unknown</b>	<b>Glasgow</b>	<b>29/11/2013</b>	<b>201315564</b>
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UK Reportable Accident: Helicopter crashed into public house. Three POB, all fatally injured. Six people fatally injured and 12 seriously injured on the ground. Subject to AAIB Field investigation.

<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Standing : Engine(s) Operating</b>	<b>EGUB (BEX): Benson</b>	<b>04/12/2013</b>	<b>201315757</b>
<p>White smoke from exhaust on nr2 engine. A large amount of white smoke was observed from the nr2 engine exhaust after landing back at base. Crew members evacuated and both engines shut down. No warnings were observed at any time. Once engines shut down and the rotors stopped with the rotor brake there was no smoke visible from the exhaust. It was then noticed that oil was dripping on to the ground and visible smears were seen on the RH side of the fuselage just below the engine compartment. On opening the nr2 engine compartment it was noticed that the oil level was completely depleted and oil smears were evident in the rear section of the compartment below the combustion chamber. Engineering found that the oil was leaking from the engine rear bearing internal pipe. Engine replaced.</p>					
<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Hovering</b>	<b>EGAA (BFS): Belfast/Aldergrove</b>	<b>10/12/2013</b>	<b>201316126</b>
<p>'Gyro' and 'P.Damper' captions. Aircraft returned. Whilst on an operational police task 'Gyro' caption appeared on pilot's CAD. This was shortly followed by a 'P.Damper' caption. No other warnings or advisories were observed. The task was cancelled and aircraft returned for engineering assistance. Fault deferred iaw with MEL for 120 days. Day VMC only.</p>					
<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Cruise</b>	<b>En route</b>	<b>18/12/2013</b>	<b>201316465</b>
<p>Four-way trim switch failure. The LH, RH and forward beep trim on the cyclic stick worked normally but the aft beep trim made no sound throughout the 1.06min flights to and from the lighthouse. ECL consulted and engineering assistance sought on arrival back at base. Faulty switch replaced and function checked iaw AMM.</p>					
<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Scheduled maintenance</b>	<b>EGPE (INV): Inverness</b>	<b>19/12/2013</b>	<b>201316596</b>
<p>Adjusted fuel valve assembly leak. Following replacement of the fuel injectors on nr2 engine, ground runs and leak checks were carried out. During these checks, with the top cover removed from the adjusted valve assembly, the fuel leak was noticed.</p>					
<b>EUROCOPTER EC155</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Standing : Engine(s) Operating</b>	<b>LFMD (CEQ): Cannes Mandelieu</b>	<b>25/08/2013</b>	<b>201312040</b>
<p>Potential cockpit fire due to poor design of GPS data card reader. Card was incorrectly inserted (back to front) and due to the design, an electrical short occurred and the plastic card began to smoulder and melt. This is a known design problem with the card and reader and has been highlighted to the manufacturer.</p>					
<b>HUGHES 369</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Scheduled maintenance</b>	<b>EGNH (BLK): Blackpool</b>	<b>28/11/2013</b>	<b>201315559</b>
<p>Invalid Airworthiness Review Certificate (ARC). During transfer of aircraft continuing airworthiness, it was noted that the current Airworthiness Review Certificate in the helicopter Tech Log had been issued by an EASA Part M Subpart G organisation which does not hold the aircraft type on its approval schedule.</p>					
<b>MBB BK117</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Scheduled maintenance</b>	<b>Lippitts Hill</b>	<b>03/12/2013</b>	<b>201315696</b>
<p>Damaged/distorted engine drive shaft fire shield. Whilst investigating a suspect MRGB input seal, the RH engine drive shaft fire shields were removed. Upon removal of the forward section of the fire shield, it was noted that the front ring of the rear section fire shield was significantly deformed. Incorrect installation is suspected although it highly unlikely that this would have been possible due to the differing diameter at each end of the half shells. It is possible that the correct torque figure for the rear clamp was not adhered to or that the half shells were not correctly aligned. Although this is not the absolute conclusion, measures have been taken in the form of clear engineering instructions to ensure correct alignment and additional inspections.</p>					

<b>MBB BK117</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>En-route</b>	<b>Overhead Isle of Dogs</b>	<b>05/12/2013</b>	<b>201316346</b>
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Laser attack on aircraft and helicopter.

<b>MBB BK117</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>En-route</b>	<b>Bromley</b>	<b>03/12/2013</b>	<b>201316383</b>
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Green laser attack.

<b>MD HELICOPTER 902</b>	<b>PRATT &amp; WHITNEY (CANADA) PW200 FAMILY</b>	<b>En-route</b>	<b>Barton</b>	<b>18/12/2013</b>	<b>201316461</b>
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UK AIRPROX 2013/177 - MD902 and a PA28 at 1000ft.  
Both aircraft flew evasive manoeuvres.

<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>En-route</b>	<b>Bury</b>	<b>21/09/2013</b>	<b>201312147</b>
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MRGB oil low pressure caution.

While on Police duties 'Low Pressure Amber' caution illuminated on the main rotor gearbox (MRGB). Aircraft turned back to base with no further indication. During return caution illuminated again for a few seconds. As aircraft was hover taxiing to parking area, caution illuminated red. Filters checked, nothing found. MRGB chip detector inspected, no debris found. Hover flight and check flights carried out with no issues. Chip detector inspected again with no debris.

<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Hovering out of ground effect</b>	<b>Barnsley</b>	<b>27/09/2013</b>	<b>201312394</b>
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Aircraft returned due to hydraulic temperature caution.

During an extended high hover, the IIDS indicated a yellow caution with 'temperature' and 'HYD' displayed. The aircraft was returned to base and engineering investigation carried out. It was identified that nr2 hydraulic pump had an internal fault and that it was producing double its normal output which should only happen when nr1 hydraulic system has failed. Nr2 hydraulic pump removed and replaced.

<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (CANADA) PW200 FAMILY</b>	<b>Cruise</b>	<b>15nm SW EGXW</b>	<b>11/09/2013</b>	<b>201312517</b>
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Single hydraulic failure.

During straight and level flight nr2 hydraulic yellow caution illuminated indicating a single hydraulic failure of the nr2 system. Aircraft returned. Oil noticed on the ground underneath and nr2 hydraulic reservoir indicating empty. Subsequent inspections found leak from nr1 hydraulic pump control valve. Hydraulic pump replaced.

<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (CANADA) PW200 FAMILY</b>	<b>Take-off</b>	<b>Royal London Hospital</b>	<b>07/09/2013</b>	<b>201312518</b>
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Shortly after departure, the flight crew were notified by the Helipad fire crew that the nose battery access panel had become loose and had opened. The aircraft returned and it was assumed that the butterfly fasteners had been tampered with whilst parked in a crowded park on the previous sector.

<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Final approach</b>	<b>EGSR : Earls Colne</b>	<b>03/10/2013</b>	<b>201312631</b>
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Plastic snap window vent detached in flight

Snap window vent opened to clear condensation. As window opened into airflow it broke off, backwards and downwards. Engineering inspection found no further damage and window vent replaced.

<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Cruise</b>	<b>En route</b>	<b>27/11/2013</b>	<b>201315675</b>
Collective friction failure. The pilot selected the collective friction force (25lb) on reaching cruise speed. On selecting the friction the collective position was held until the 5lb collective friction was selected prior to descent. On selection of the 5lb friction the pilot noticed that the collective lever had no friction at all at this stage and the collective became unusually floppy. The pilot visually checked the collective friction unit circuit breaker, the circuit breaker was in the normal detent. LH crew member assisted with switch selection in order that the PF could maintain hands on controls at all times. Collective friction unit (CFU) inspected and spindle found to rotate freely. CFU replaced.					
<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Standing</b>	<b>Dorset Police Headquarters</b>	<b>07/12/2013</b>	<b>201315981</b>
Rotor blade pin locking lever broken. Nr4 leading edge main rotor blade retention removed and replaced.					
<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Manoeuvring</b>	<b>Overhead Trowbridge</b>	<b>22/11/2013</b>	<b>201316255</b>
Persistent green laser attack.					
<b>OTHER (Rotorsport Cavalon)</b>	<b>BOMBARDIER ROTAX 914</b>	<b>Unknown</b>	<b>EGNR : Hawarden</b>	<b>14/09/2013</b>	<b>201311748</b>
D&D Cell Report. PAN declared due to fire caption. Steers given.					
<b>ROBINSON R22</b>	<b>UNKNOWN</b>	<b>Taxi to runway</b>	<b>EGNT (NCL): Newcastle</b>	<b>17/10/2013</b>	<b>201313380</b>
ATC mistakenly issued take-off clearance for an R22 entering R/W25 at E when PA28 had already been cleared to depart R/W25. Take-off clearance was immediately cancelled and R22 instructed to return to E.					
<b>ROBINSON R22</b>	<b>LYCOMING 320 FAMILY</b>	<b>Initial climb</b>	<b>County Durham</b>	<b>13/12/2013</b>	<b>201316177</b>
RH perspex bubble window detached during flight. Climbing away, the RH perspex bubble window fell out. The door and window rubber seal still remained. Aircraft orbited to try and find the window but with no success. Continued en-route. ATC advised that a member of the public reported that they saw something fall off the helicopter. Aircraft refuelled and continued to destination for inspection and repair.					
<b>ROBINSON R22</b>	<b>UNKNOWN</b>	<b>Taxi</b>	<b>EGTR : Elstree</b>	<b>18/12/2013</b>	<b>201316430</b>
Taxiing helicopter observed a horse and trap using the grass area North of the runway used by helicopters. ATC informed. Police attended and detained the individual with the horse and trap.					
<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>Taxi to runway</b>	<b>EGNH (BLK): Blackpool</b>	<b>12/10/2013</b>	<b>201313095</b>
Incorrect helicopter registration and callsign used. A telephone call had been received to book out a helicopter on a local flight. The helicopter pilot then called the TWR controller using the callsign as per the registration given in the previous telephone call and departed to the North. The helicopter pilot subsequently contacted the Radar controller to advise that the actual registration of the helicopter was different from the registration/callsign given. The original registration belonged to a different helicopter of the same make/model.					
<b>SIKORSKY S76</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Cruise</b>	<b>En route</b>	<b>17/09/2013</b>	<b>201312023</b>
Erratic altitude/Vs indications on air data computer (ADC)2. Change of altimeter sub scale triggered a fault that gave indications of +/-1000ft on the RH instruments, with an associated vertical speed of up to 2000fpm up or down. Checklist actioned and ADC reset. Fault diagnosis carried out and nr2 ADC replaced.					

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<b>SIKORSKY S76</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Cruise</b>	<b>North Sea</b>	<b>06/12/2013</b>	<b>201315913</b>
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S76 on offshore operations unable to contact ATC in order to report a TCAS RA. Reporter states that the frequency was very busy. S76 received a TCAS RA 'descend' followed by 'adjust v/s' against company EC155 crossing 500ft above. S76 crew visual with conflicting traffic. Maximum altitude change 230ft.

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<b>WESTLAND SA341</b>	<b>TURBOMECA, FRANCE ASTAZOU TURBOSHAFT</b>	<b>En-route</b>	<b>EGXY: Syerston</b>	<b>15/11/2013</b>	<b>201314733</b>
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Infringement of the Syerston ATZ (Class G) at 700ft by a Gazelle helicopter. The aircraft was not in communication with Syerston. No other traffic were reported to be in the area at the time of the incident.

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# OCCURRENCE LISTING

## Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 December 2013 and 31 December 2013

### OTHER

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AMERICAN BLIMP A60PLUS	LIMBACH L 2000	En-route	Paris	16/04/2011	201116069
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Infringement of the Paris CTR 2 (Class A) by an A60+ Airship.  
The aircraft entered the Paris CTR 2 without clearance. The pilot was traced and advised of the seriousness of the incident.

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SCHLEICHER ASK21	OTHER (Not Applicable)	Circuit pattern - downwind	EGHF : Lee-On-Solent	23/11/2013	201315425
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UK AIRPROX 2013/169 - Schleicher ASK21 and a Robin HR200, 0.25nm Northeast of Lee-On-Solent in Class G airspace.

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SCHLEICHER ASK21	OTHER (N/A)	Take-off - Winch launch	Wormingford Airstrip	11/12/2013	201316095
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UK Reportable Accident: Canopy opened and shattered during winch launch. Launch aborted. One POB, no injuries. Aircraft canopy damaged. Investigation delegated to BGA.

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## ABBREVIATIONS

AAIB	Air Accidents Investigation Branch
AAL	Above aerodrome level
AARF	Aircraft Accident Report Form
A/c	Aircraft (or a/c)
AD	Airworthiness Directive
ADELT	Automatically Deployed Emergency Locator Transmitter
AFS	Airport Fire Service
AIP	Aeronautical Information Publication
A/P	Autopilot
ASI	Airspeed indicator
BS	Basic Service
CAIT	Controlled Airspace Intrusion Tool
CAS	Controlled Airspace
DS	Deconfliction Service
EFIS	Electronic Flight Instrument System
FIS	Flight Information Service
FRC	Flight Reference Card
GASIL	General Aviation Safety Information Leaflet
IHUMS	Integrated Health and Usage Monitoring System
Kts	Knots
LACC	London Area Control Centre
LTCC	London Terminal Control Centre
LH	Left-hand
MACC	Manchester Area Control Centre
MGB	Main gearbox
MLG	Main Landing Gear
MPD	Maintenance planning document or Mandatory Permit Directive
MOR	Mandatory Occurrence Report
NLG	Nose landing gear
Nr1	Number 1
NM	Nautical Miles
PC	Prestwick Centre
PCB	Printed Circuit Board
POB	Persons on board
RH	Right-hand
RT	Radio Telephony
R/W	Runway
ScACC	Scottish Area Control Centre
SOP	Standard Operating Procedure
TDA	Temporary Danger Area
VATDA	Volcanic Ash Temporary Danger Area
VCR	Visual Control Room (Tower)

If another abbreviation that you do not understand appears in the listing please email [sdd@caa.co.uk](mailto:sdd@caa.co.uk) for a definition, or try an internet search engine such as Google.

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