OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 March 2014 and 31March 2014

FIXED WING AIRCRAFT

AERO AT3	**BOMBARDIER ROTAX**	**Cruise**	**Selby**	**02/02/2014**	**201402729**

UK AIRPROX 2014/019 - Aero AT3 at 2000ft and an unknown aircraft 4nm East of Selby.

AERO AT3	**BOMBARDIER ROTAX 912**	**Level off-touchdown**	**EGCJ : Sherburn-In-Elmet**	**09/03/2014**	**201403015**

UK Reportable Accident: Hard landing. One POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.

AVIONS ROBIN DR400	**LYCOMING 235 FAMILY**	**Cruise**	**EGGD (BRS): Bristol/Lulsgate**	**21/02/2014**	**201402169**

Infringement of the Bristol CTA (Class D) by a DR400 at 2300ft. Standard separation maintained.
I was working Radar1 when I observed an unknown secondary squawk 7000 enter controlled airspace in the vicinity of Mangotsfield at 2300ft (base 2000ft). The aircraft proceeded south for around 1.5nm before turning north, exiting CAS and climbing to 2700ft. The aircraft was then tracked to south of Gloucester. Gloucester ATC were contacted to see if any aircraft were inbound from the south, one was so a squawk was passed and the aircraft was positively identified as a DR400.
Supplementary 03/03/14:
I had no intention of flying into Bristol CTA but should have called Bristol on the radio to say I was in the vicinity. Unfortunately, I didn't, which was careless of me. I was overflying Mangotsfield Gold Club when I realised I was inside the CTA. I immediately turned around and left the airspace. Again, I should have called Bristol to firstly explain what happened, and secondly, apologise. Again, unfortunately, I didn't. I will in future call ahead with plenty of time, even if I don't intend to enter the CTA. I can only apologise and try to assure all concerned that it will not happen again. I will re-read my training manuals, and ensure that when approaching controlled airspace, to radio ahead to the controller to let them know I am nearby, and what my intentions are. I will also talk to my Club CFI to see if in his opinion, I require an accompanied training flight.

AVIONS ROBIN DR400	**LYCOMING 360 FAMILY**	**Cruise**	**Cowes / Yarmouth**	**01/03/2014**	**201402508**

Infringement of the Solent CTA (Class D) by a DR400 at 2500ft. Standard separation maintained.
Observed contact #7000 indicating 2.1A abeam Cowes southwest bound. Tried a number of times to raise contact including EGHH but no success. Mode S indicated the callsign. Continued to monitor as the Mode C indicated climb to 2.5A. A/C tracked and believed to have landed at EGHR. Spoke to EGHR and raised my concern regarding airspace levels to be passed to the pilot on landing.
Supplementary 19/03/14:
I was on a solo pleasure flight from Goodwood over Solent,Cowes,Isle of Wight and returning. Just West of there is atriangle of airspace with a lower limit of 2,000 ft which I accidentally intruded into at perhaps 2,200 ft. I am well aware of the D airspace extending from Southampton, and regularly fly under it when flying West along the Solent. I had forgotten that it extended over a patch of the Isle of Wight. I apologise for the intrusion, which should not have happened.

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

BEECH 200	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Approach**	**EGCN : DONCASTER SHEFFIELD**	**30/12/2013**	**201317117**

Smell in cabin and flap motor failure.
During the missed approach phase, having just completed an ILS approach, it was noted by both crew members that a smell was developing inside the aircraft. It didn't seem to have the characteristics of either an electrical or engine smell and very soon faded away. There was no sign of smoke, either in the cabin or the cockpit. With this in mind, and as the smell had dispersed, the training continued. On return to base, it became apparent that the flaps were not operating and the circuit breaker had tripped, so a flapless approach and landing was made. On the ground the breaker was reset and the flaps checked for operation. Flaps failed to lower so the breaker was pulled out again. One point that was noted, was the fact that the flap motor circuit breaker was hidden by the checklist that was in the P1 side pocket. Had the whole of the circuit breaker panel been visible, the failure would probably have been detected earlier. Procedure is now being put in place to prevent items in the side pockets obscuring the circuit breaker panels. In the extreme case, a tightly filled pocket could prevent a breaker from tripping.

BEECH 36	**CONTINENTAL (TELEDYNE) USA 470 FAMILY**	**Take-off**	**LFAT (LTQ): Le Touquet Paris-Plage**	**19/11/2012**	**201216069**

Pilot took off VFR in IMC conditions and made auto information in English, when required in French.

BEECH 90	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Standing : Engine(s) Not Operating**	**EGMC (SEN): Southend**	**15/02/2014**	**201401810**

Beech 90 jumped its chocks in the wind and struck parked C550.
Whilst on duty I received a radio call from Fire 2 (local fire vehicle carrying out a patrol on the airfield) who stated an Aircraft Ground Incident between a Beech 90 and a C550. It had appeared that the Beech 90 had 'jumped' its chocks in the wind and struck the nose of the C550 with its left hand engine. The C550 was reported to have damage, in the form of dents, in its nose. METAR 150150Z 22029G44KT 9999 VCSH SCT031 09/04 Q0979=.

BEECH 90	**UNKNOWN**	**Normal descent**	**EGAA (BFS): Belfast/Aldergrove**	**26/02/2014**	**201402325**

SSR return lost on radar displays for an inbound aircraft. PSR and SSR return also lost on radar displays for a Belfast City outbound aircraft.
Aircraft was established on ILS 25 following nominal glide path. At approx 6 miles the SSR radar return was lost on both displays for approx one mile. PSR return remained available. I checked altitude of aircraft (circa 2000ft which was appropriate for glide path.) and pilot also confirmed visual. ADC also phoned to confirm visual contact with aircraft. Shortly afterwards SSR return reappeared and code was validated again , although primary identification had been maintained.
Supplementary 26/02/14:
An aircraft departed from Runway 22. Shortly after getting airborne and having already been identified, I noticed that the aircraft's SSR and PSR return and trail was no longer present on the Radar display. I checked the CROW HILL Radar display and the return was present there at approximately 4000ft near DUFFY. The PSR and SSR radar return appeared on the Radar again soon after.

BEECH 90	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Initial climb**	**EGCN : DONCASTER SHEFFIELD**	**04/03/2014**	**201402715**

Aircraft returned after landing gear failed to retract.
Upon inspection it was found that the main landing gear weight on wheel (WOW) switch input arms were disconnected from the torque links. The input arms had failed to be reconnected following maintenance. Recording actions and inspection procedures had not been correctly followed.

BEECH 90	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Climb to cruising level or altitude**	**EGLK (BBS): Blackbushe**	**22/02/2014**	**201402155**

Aircraft reported climbing above cleared altitude 3400ft. ATC observed the aircraft's Mode C at 3700ft descending. The aircraft remained outside the LTMA and no other aircraft were involved.

BRITTEN NORMAN BN2	**LYCOMING 540 FAMILY**	**Maintenance phases**	**EGPA (KOI): Kirkwall**	**05/12/2013**	**201317105**

Rudder damaged during taxi.
On the last part of the taxi from the main apron to the hanger the aircraft turned downwind. During this stage of the taxi the wind caught the rudder and deflected it against the stops despite me trying to hold it in place. The rudder hit the stops a second time before the aircraft was turned out of wind. Once in the hanger it was clear to the engineers and myself that the rudder had been damaged. I thought it was safer to try and get the aircraft into the hanger as the forecast for later that morning was to be 50kts gusting 70. In hindsight it would have been safer to leave the aircraft on the apron or not to have taken it out of the hanger in the first place. Flight crew taxied the aircraft just as high winds hit the airfield. The aircraft should have been left parked on the apron into wind where it would have been safer. Flight crew had previously moved the aircraft from the hangar to the apron without obtaining the weather for that day. Aircraft should never have left the hangar. Flight crew member debriefed. Aircraft suffered damage to the lower hinge point on both the fin and rudder assembly, which required structural repairs and replacement of primary structure. Procedures put in place with movement control to distribute inclement weather warnings to all our stations, indicating that procedures within the ground operations manual in relationship to inclement weather must be actioned and adhered too.

BRITTEN NORMAN BN2A	**LYCOMING 540 FAMILY**	**Take-off run**	**EGJA (ACI): Alderney,Channel Is.**	**09/02/2014**	**201401491**

Unreliable heading information displayed due to magnetic interference.
Car speakers packed in passengers baggage cause unreliable heading reading from the Aspen. The gross error check on the runway did not highlight the issue. Approaching take off safety speed, the aspen flagged "cross check attitude". Taking into account VFR conditions and runway remaining I continued the take-off. Aspen attitude matched both standby units and the flag disappeared during the climb out. Commencing turn showed that the Aspen heading was being pulled west of the correct heading. Due to the good VFR conditions continued to destination. During the flight the aspen heading error increased slightly. After landing, observing the heading as the baggage was unloaded identified the bag and the passenger explained they had packed car speakers. Small changes in the orientation of the bag in the hold had significant effect on the heading error.

BRITTEN NORMAN BN2A	**LYCOMING 540 FAMILY**	**Taxi to runway**	**EGJJ (JER): Jersey, Channel Is.**	**06/03/2014**	**201402835**

Runway incursion. An outbound aircraft taxied past cleared Holding point B2 and entered R/W09 whilst an inbound aircraft was approx 5nm from touchdown.
I was rostered to be in the tower from 1500 and had just received a handover from the previous controller. An inbound aircraft was on a wide right base for a visual approach and been told (by the previous controller) to continue. The outbound aircraft called for taxi and was cleared (by the previous controller) to taxi to B2 for 09. I then took control of the position. The inbound aircraft was approximately 5nm from touchdown when I noticed at 1501 that the outbound aircraft had taxied past B2 and had entered the runway. Pilot informed that he had exceeded the clearance limit but told to line up. Pilot asked to confirm line up and I replied affirm, line up. The aircraft was rolling as the inbound aircraft was at 3nm from touchdown so had no effect on operations.

BRITTEN NORMAN BN2A	**LYCOMING 540 FAMILY**	**Taxi to runway**	**EGJJ (JER): Jersey, Channel Is.**	**13/03/2014**	**201403089**

Runway incursion. An aircraft taxied past cleared Holding point A2.
I requested taxi off Stand 13 and was instructed to follow an aircraft which taxiing to Hold A4. Approaching A4 I was instructed to taxi to Hold A2. Approaching A2 the visibility had improved and the preceding aircraft which was holding A2 was cleared to A1. I had a momentary lapse while listening to the ATIS followed the other aircraft across the stopbar when not cleared to do so.

BRITTEN NORMAN BN2B	**LYCOMING 540 FAMILY**	**Taxi from runway**	**EGET (LWK): LERWICK/TINGWALL**	**30/01/2014**	**201401157**

Flaps did not retract normally after landing.
Whilst taxiing after landing the flaps were selected to 'up' however the flaps did not move. The flap could only be made to travel to ‘up’ by holding the selector switch in the 'up' position. Flap control relay failed. Item replaced.

BRITTEN NORMAN BN2B	**LYCOMING 540 FAMILY**	**Taxi from runway**	**EGEW (WRY): Westray oi**	**24/01/2014**	**201400927**

Loss of steering during parking phase.
There were no occurrences or abnormality during the flight until the very last part of the taxi-in/parking phase. While I was positioning the aircraft into wind on the small apron and while I was turning about 60 degrees into wind, I heard a sound that could have been a cable snap and at the same time I lost control of the rudder pedal. I continued the final part of the parking with differential power and brakes. Steering cable attachment lug had broken off the rudder bar assembly. Rudder bar replaced with new item.

BRITTEN NORMAN BN2T	**ALLISON USA 250 FAMILY**	**Approach**	**Not specified**	**13/02/2014**	**201401790**

Infringement of the Bristol CTR (Class D) by an aircraft squawking 3610 at 2000ft. Standard separation maintained.
On VFR approach from NW, radio hand-off from Cardiff Radar to Bristol Approach was given at approx. 3 NM from Bristol Zone Boundary. Contact was established with Approach and almost immediately I was instructed to change to tower freq. Changing frequency on the installed digitised radio equipment proved to be quite challenging in moderate turbulence. By the time two way com's were established I had penetrated the zone, without clearance, by 1NM. It is my opinion that the occurrence was due (not exclusively) to the following factors: Minimal time allowed by Cardiff approach for hand-off. Failure to prioritise Navigation before Communication at a significant phase of flight. This due to distraction caused by the (less familiar to me) radio fit and its tendency to be very sensitive during frequency selection. The digital display can also be difficult to read in turbulent conditions.
Supplementary 17/02/14:
At approx 1141 the approach controller informed me that aircraft was inbound via Clevedon showing a Cardiff squawk. He was at that time awaiting the a/c from Cardiff. I acknowledged this and observed the a/c out of the window to the northwest. By the time the a/c was on the tower frequency it was already 1nm inside the CTR without clearance from myself the ADC. I checked with the a/c to see if approach had cleared him in ,he said no, and also with the approach controller who advised the a/c had been told to remain outside. The a/c was then cleared to final for RW27.

CESSNA 150	**CONTINENTAL (TELEDYNE) USA 200 FAMILY**	**En-route**	**EGJJ (JER): Jersey, Channel Is.**	**16/02/2014**	**201401888**

Infringement of the Channel Islands CTR (Class A) by a C150 squawking 7001.
At time 1518 a 7001 squawk 11nm NE of Jersey was seen to infringe the CICZ. Blind transmissions were made but to no avail and an airliner was subsequently given tactical headings to dog leg around the aircraft. No Mode C was being shown so the FL/ALT of the infringer was unknown. Brest IFR and Brest Info informed and traffic was confirmed as working Brest Info. A message was passed to Brest Info to instruct the aircraft to orbit in its current position and call Jersey Approach on 120.3. Aircraft subsequently called Guernsey Approach on 128.650 and coordination was effected to establish a safe clearance into Guernsey. Aircraft landed safely and pilot instructed to ring the Watch Manager in Jersey on landing. He was informed of his infringement and the subsequent report to be filed and pilot apologised.
Supplementary 19/01/14:
At the time of the infringement the aircraft was receiving an information service from BREST ACC. Contact was made with BREST ACC in order to instruct the aircraft to contact Jersey ATC, however the pilot contacted Guernsey radar. Co-ordination was subsequently undertaken between Jersey and Guernsey which included that the pilot contact the Jersey ATC Supervisor on his arrival at Guernsey. Following a safe arrival the pilot contacted Jersey ATC and was informed of the infringement to which he apologised, he was additionally briefed on the correct procedure for gaining future permission into Channel Islands Airspace which he duly accepted.

CESSNA 152	**LYCOMING 235 FAMILY**	**Circuit pattern - downwind**	**EGMD (LYX): Lydd**	**10/01/2014**	**201400457**

Flaps jammed during climb.
On the climb out of the fourth circuit, the student declared that the flaps were jammed. The instructor, who was listening to the RTF in the club, phoned ATC and said he would come to the VCR to give the student advice. A local standby was declared and at 12:00, the student landed safely.

CESSNA 152	**LYCOMING 235 FAMILY**	**Landing roll - on runway**	**EGNX (EMA): NOTTINGHAM EAST MIDLANDS**	**16/02/2014**	**201401815**

Runway side excursion.
Solo student on first approach to the runway, appeared to make a good approach, then started to veer towards the runway edge, leaving the runway onto the southern edge abeam "victor". Emergency services were called and aircraft accident sheet completed. Initial reports were pilot was fine and no damage to aircraft. Subsequently it was noted there was damage to the prop and permission was sought and given by the AAIB for the aircraft to be removed from the runway edge.

CESSNA 152	**LYCOMING 235 FAMILY**	**Cruise**	**N523503.15 / W0010528.10**	**16/02/2014**	**201402085**

UK AIRPROX 2014/012 - C152 and a Jabiru J430.

CESSNA 152	**LYCOMING 235 FAMILY**	**Cruise**	**Luton**	**24/02/2014**	**201402207**

Infringement of the Luton CTR (Class D) by an unknown aircraft squawking 7000. Traffic info given. Standard separation maintained. Aircraft later identified as a C152. Appropriate CAA action is to be taken as a result of this incident.

CESSNA 152	**LYCOMING 235 FAMILY**	**Circuit pattern - downwind**	**EGLK (BBS): Blackbushe**	**01/03/2014**	**201402586**

UK AIRPROX 2014/018 - C152 at 800ft and a TB20 in the Blackbushe Circuit, R/W25.

CESSNA 152	**LYCOMING 235 FAMILY**	**Landing roll - on runway**	**EGKA (ESH): Shoreham**	**05/03/2014**	**201402631**

UK Reportable Accident: Aircraft departed the runway during a touch-and-go landing. One POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.

CESSNA 152	**LYCOMING 235 FAMILY**	**Landing roll - on runway**	**EGSG : Stapleford**	**01/03/2014**	**201402663**

UK Reportable Accident: Runway excursion while landing. One POB, no injuries reported. Aircraft damage to be confirmed. Subject to AAIB AARF investigation.

CESSNA 152	**LYCOMING 235 FAMILY**	**Unknown**	**BKY**	**07/03/2014**	**201402772**

Infringement of the Stansted CTA (Class D) by a C152 squawking 7000 at 3000ft.
I observed an aircraft squawking 7000 infringe the Stansted CTA, north of BKY, at 3000ft. Police heliopter who happened to be on frequency at the time, managed to get some video footage and later confirmed the infringer's registration. As a result, I had to delay inbound fltnum72NU.

CESSNA 152	**LYCOMING 235 FAMILY**	**Take-off run**	**EGBE (CVT): Coventry**	**09/03/2014**	**201402852**

Runway excursion on take-off run.
As this aircraft departed, it veered off the runway onto the grass to the west of the Echo taxiway. There was a local standby in place as it was a first solo. The pilot taxied to Echo and reported that his foot had slipped and that he was fine and happy to continue. He completed a circuit with no further issues.

CESSNA 172	**LYCOMING 320 FAMILY**	**Final approach**	**EGLM : White waltham**	**12/01/2014**	**201400365**

Faulty Mode C caused activation of CAIT under final approach.
CAIT activation in the circuit. The Mode C was indicating 3400ft in one sweep then 2700ft in the next sweep. Aircraft was instructed to turn off his Mode C immediately. Aircraft advised that a new transponder had been fitted and was indicating 2800ft even though he said he was currently at 1000ft.

CESSNA 172	**LYCOMING 360 FAMILY**	**Taxi to runway**	**EGBP : KEMBLE**	**22/02/2014**	**201402148**

Runway incursion by an aircraft.
The visual circuit was active with one ULAC F/W on the runway having completed a full stop landing. An aircraft called ready for departure, on the North Apron and was instructed by the FISO to taxi to Holding Point B2, the taxi instruction was acknowledged. The ULAC was under control one third of the way down the runway when at 10:12Z the aircraft was seen to taxi beyond his taxi clearance limit (B2) and thereafter cross over Holding Point B1. The FISO immediately instructed the aircraft to hold position and informed the pilot that he had taxied beyond his clearance limit and infringed the runway.

CESSNA 172	**UNKNOWN**	**Cruise**	**Syerston**	**22/02/2014**	**201402540**

Alleged overflight of the Syerston ATZ (Class G) by a C172 at 1500ft (estimated).
High winged type aircraft (C172) flown over head Syerston at 1016L and observed estimated 1500ft with Syerston on 997 hPa QFE. RAF Waddington LARS called, but no answer received. No other radar unit contacted.

CESSNA 172	**LYCOMING 360 FAMILY**	**Intermediate approach**	**EGNH (BLK): Blackpool**	**03/03/2014**	**201402895**

Laser attack.

CESSNA 182	**CONTINENTAL (TELEDYNE) USA 470 FAMILY**	**En-route**	**EGLC (LCY): London city**	**09/03/2014**	**201402786**

Infringement of the London TMA (Class A) by a C182 squawking 4250 maintaining 3000ft. Departures from London City were halted.
I was working as Thames. At approx 1537Z, an aircraft squawking 4250 entered the TMA, approx 15 miles SSE of London City, tracking north-west bound, maintaining 3000ft (the base of CAS here is 2500ft). I contacted LARS East, who were not working the aircraft but said that it was a Manston squawk. I contacted Manston, who said they had been working it but were not now. They said it was a PA34 from EGKB to EGKB. The aircraft continued to track north west, so departures from London City were stopped. Eventually, the aircraft changed to a LARS North 5035 squawk and stopped reporting Mode C. LARS North were contacted and advised when the aircraft was back below 2500ft. At this point, departures were resumed again from London City. LARS provided the SVFR controller with details of the aircraft. They said it was a C152 from EGKA to EGPR. I'm therefore not sure which aircraft the infringer was. I suspect it is probably the one that Manston provided details of.
Supplementary 11/03/14:
Working LARS N, split Traffic: M-H. Subject a/c called on frequency stating 3.0A ft, the a/c altitude and position suggested there was a possibility the a/c was in CAS. I told the a/c to sqk 5035 and then observed the a/c change sqk indicating A only. I told the a/c to descend in a tone not to startle the pilot as the a/c was close to LC CTR and no conflicting traffic was apparent. SVFR called just as I had issued instructions; they were told the course of action and I called back when the aircraft was level 2.4A ascertained via pilot report.

CESSNA 182	**CONTINENTAL (TELEDYNE) USA 470 FAMILY**	**Cruise**	**EGSS (STN): London/Stansted**	**16/03/2014**	**201403116**

Infringement of the Stansted CTA (Class D) by an unknown aircraft at 2800ft. A Luton inbound aircraft was turned on a base leg early to avoid the infringer. Unknown aircraft later identified as a C182. Traffic info given. Standard separation maintained.

CESSNA 310	**UNKNOWN**	**Normal descent**	**EGPH (EDI): Edinburgh**	**18/03/2014**	**201403246**

Aircraft in descent was observed passing 5400ft instead of cleared altitude 6000ft. Standard separation maintained.
Aircraft was cleared to 6000 feet which was correctly read back. I then observed the aircraft passing 5400 feet. I told him his cleared level was 6000 feet on QNH1013 and asked him to confirm his altitude. He stated he was at 6000 feet, and after I stated he was indicating below that level he replied he was climbing back up to 6000 feet and promptly did so.

CESSNA 404	**CONTINENTAL (TELEDYNE) USA 520 FAMILY**	**Initial Approach**	**EGNX (EMA): NOTTINGHAM EAST MIDLANDS**	**05/03/2014**	**201402989**

Green laser attack.

CESSNA 510	**PRATT & WHITNEY (CANADA) Other**	**Taxi to runway**	**EGLK (BBS): Blackbushe**	**25/01/2014**	**201400976**

Aircraft returned to stand following generator failure during taxi.
We started up and taxied to the hold for runway 25. Upon stopping at the holding point we got an Amber CAS message GEN OFF L. We taxied to a safe position and carried out the QRH which led us to reset the L Generator. This did not work and the generator voltage displayed was only 10volts. The QRH says if it is below 26 Volts then leave the generator off, which we did. We taxied back and shut down.

CESSNA 510	**PRATT & WHITNEY (CANADA) Other**	**Initial climb**	**LFPB (LBG): Paris Le Bourget**	**05/03/2014**	**201403368**

Laser attack.

CESSNA 560	**UNKNOWN**	**Climb to cruising level or altitude**	**EGLF (FAB): Farnborough civil**	**23/02/2014**	**201402157**

Altitude excursion.
C560 departed Farnborough at 14:11, the cleared level was 2,400 feet. Before the pilot called on the radar frequency the mode C was observed passing 2,800 feet and on first contact I informed the pilot of his cleared level and instructed him to climb to 3,400 feet. The aircraft then descended and the mode C was next observed at 2,200 feet, at this point I confirmed the instruction to climb to altitude 3,400 feet. The aircraft was transferred to London control at 3,400 feet.

CESSNA F406	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Cruise**	**EGNH (BLK): Blackpool**	**22/01/2014**	**201400739**

Aircraft returned due to an unidentified liquid leaking from a vent panel. A go-around was flown on first approach.
On Wednesday the 22nd January 2014 I was the ADI Controller on duty. At 1349 I was informed by Radar controller that an aircraft which had departed earlier in that day was returning to the airfield due to a liquid leak and would be making an straight in approach to rw10.At 1351 a local standby was initiated, at 1400 the pilot of the aircraft elected to go around off his app to rw10 and re-position to rw28,at 1402 the aircraft landed safely and the incident closed at 1408.
Supplementary 02/02/14:
The aircraft departed from maintenance (C Check) at 13.10 straight into a VFR patrol. At 13:40 the P2 noticed a small rivulet of clear liquid streaking the starboard engine cowling apparently emanating from a vent panel aft of the jet pipe. The crew considered whether this could be rain water, but decided that this was unlikely and in order to have it investigated they decided that the most suitable maintenance base would be back at departure airport. They did not consider that the streak of whatever the liquid was, was sufficient or in any position to endanger the aircraft. The aircraft returned. No PAN call was made and the aircraft landed at 14.05 without incident or any expedited handling. The starboard engine cowling was removed and the engine bay inspected. An oil leak was suspected to be coming from the starter generator drive. The starter generator was removed and inspected. This item had already been replaced on the C Check completed prior to departure. The drive shaft of the newly installed starter generator was assessed to be running out of true. A replacement starter generator was fitted. Oil was cleaned from the area of the bay contaminated. No addition of oil was required owing to the small quantity involved. A ground run was performed but the leak persisted. The starter generator seal was then replaced, followed by further cleaning and another ground run. No further leaks were detected. AMO are investigating the starter generator fault further.

CESSNA F406	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Initial climb**	**EGPO (SYY): Stornoway**	**23/01/2014**	**201400846**

Unidentified noise forward of cockpit. Aircraft returned.
During a climb to MSA after leaving on a patrol, when the aircraft was passing 3000ft, a high frequency noise was heard from the area forward of the flight deck. The noise resembled that to be expected from a loose P1 windscreen bonding strip, which has occurred previously, however the strips appeared intact. There were no relevant entries in the abnormal checklists, however the crew decided to trip the equipment cooling fan circuit breaker to eliminate that as the cause, but the noise persisted. The electro optical turret beneath the nose was used to inspect the forward underside of the aircraft, but nothing abnormal was seen. It was decided to return for ground investigation. The aircraft made a procedural approach to a normal landing. The noise persisted until landing. The windscreen static strips were intact and secure. The only finding by the crew was a small build up of ice in the external intake to the air conditioning duct on the side of the nose. The amount and location were thought to be normal after a flight in light icing conditions. An inspection by maintenance engineers did not find any defect to explain the noise. The aircraft carried out a maintenance check flight and there was no recurrence of the high pitched noise. Crew have been advised and asked to report if the condition occurs again.

CIRRUS SR20	**CONTINENTAL (TELEDYNE) USA 346 FAMILY**	**Landing**	**LFPN (TNF): Toussus-Le-Noble**	**29/10/2012**	**201216070**

Aircraft landed at a restricted aerodrome. Information indicates the pilot did not meet the applicable regulation iaw NOTAM B.4292/12.

CIRRUS SR20	**CONTINENTAL (TELEDYNE) USA 346 FAMILY**	**Take-off run**	**EGCV : Sleap**	**15/03/2014**	**201403220**

UK Reportable Accident: Loss of control and runway departure during take-off in crosswind conditions. Four POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.

CIRRUS SR20	**CONTINENTAL (TELEDYNE) USA 346 FAMILY**	**En-route**	**Overhead Warrington**	**08/03/2014**	**201403355**

Green laser attack.

CIRRUS SR22	**CONTINENTAL (TELEDYNE) USA 550 FAMILY**	**Take-off**	**EGPH (EDI): Edinburgh**	**24/02/2014**	**201402385**

Loose camera on runway accidently left on wing before departure.
Pilot of landing aircraft reported FOD on the runway. Inspection immediately carried out, resulting in finding a smashed portable camera with mount and string 50 metres east of B1, south side. After this find the pilot of aircraft, which departed at 09:39 telephoned ATC to advise that he accidently left a camera on the wing of his aircraft.

CIRRUS SR22	**CONTINENTAL (TELEDYNE) USA 550 FAMILY**	**Taxi to runway**	**EGBJ (GLO): Gloucestershire**	**21/03/2014**	**201403401**

Runway incursion by two aircraft.
SR22 was given a clearance limit of E1 which was read back. The aircraft was observed to stop the active side of the holding point. No other aircraft were affected. C182 was given the same clearance. The aircraft stopped correctly, then moved beyond the holding point. No other aircraft were affected.

COMCO IKARUS IKARUS C42	**BOMBARDIER ROTAX 912**	**Taxi from runway**	**EGBJ (GLO): Gloucestershire**	**22/02/2014**	**201402146**

Runway incursion by an aircraft.
Aircraft landed RWY22 instructed to vacate right and hold short of R/W27 which was the instrument runway. Aircraft then requested "confirm cross R/W27" to which the tower controller replied "negative". Aircraft was then instructed to cross RWY27 but was observed to have already crossed RWY27. No traffic effected.

COMCO IKARUS IKARUS C42	**UNKNOWN**	**Taxi to runway**	**EGBO : WOLVERHAMPTON**	**26/02/2014**	**201402504**

Runway incursion by an aircraft. Aircraft taxiing to the R/W22 hold point failed to stop at the stop bar. No other traffic affected.

DE HAVILLAND DHC6	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Missed approach or go-around**	**EGPF (GLA): Glasgow**	**08/03/2014**	**201403003**

UK Reportable Accident: Go-around from slow approach and encounter with severe turbulence. 15 POB, no injuries reported. No damage to aircraft. Subject to AAIB AARF investigation.

DIAMOND DA42	**THIELERT Centurion 1.7 (TAE 125)**	**Cruise**	**Larkhill**	**13/02/2014**	**201401930**

Infringement of Danger Area EG D125 (Larkhill) by an aircraft during a weather avoidance heading change.
Aircraft on circular IR training route for training. On return leg weather deteriorated with large Cb activity and lightning strikes displaying on the MFD storm scope. Instructor decided to take avoiding action and informed ATC of change in heading. Whilst doing so however became very close to D125 and was later informed by ATC an infringement had taken place.

DIAMOND DA42	**THIELERT Centurion 1.7 (TAE 125)**	**Cruise**	**LHBP (BUD): Budapest/Ferihegy**	**14/03/2014**	**201403063**

RH ECU A/B captions and RH engine shutdown. PAN declared and aircraft diverted.
On route 100NM South Destination Starboard engine instruments namely, Load, RPM , Fuel flow giving false and inaccurate fluctuations, followed by Right A/B ECU Failure Captions, Starboard engine appeared to run rough and misfire and lots of smoke from exhaust. Throttled starboard engine back to idle power and retrimmed aircraft. On monitoring fuel consumption noticed within short time starboard engine using excessive fuel. Was already speaking with Budapest control on frequency so decided best action was to ask to coordinate diversion but did not declare emergency at this stage as was quite comfortable with situation. Received immediate vectors to ILS 31L. On approach and at approx 1000ft and 3 mile final reduced power to configure aircraft for landing. Aircraft yawed to left indicating starboard engine not responding to throttle command (i.e. throttle open). Carried out starboard engine shutdown drill from memory and declared PAN. Was able to taxi aircraft to vacate runway. ATC were absolutely helpful and gave me priority and all credit to them. Emergency services i.e. Fire, Police etc. all waiting to meet but not required.

EVEKTOR AEROTECHNIK EV97	**BOMBARDIER ROTAX**	**En-route**	**BKY**	**22/03/2014**	**201403439**

Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, indicating FL88. Aircraft identified as an EV97. Adverse Wx involved. CAIT activated. Standard separation involved.
An aircraft squawking 7000, Mode S ID as an EV97, activated sCAIT and was observed infringing controlled airspace approximately 10nm NNW BKY. The aircraft Mode C indicated up to FL88 where the base of CAS is 5500ft. The pilot made a telephone call to TC and explained that he encountered adverse weather which necessitated a climb. He was briefed on the procedure to follow in such a situation, namely contacting the appropriate ATSU without delay, and was informed that reporting action may be taken. There is not believed to be any associated loss of separation.

FLIGHT DESIGN (CTSW)	**BOMBARDIER ROTAX**	**En-route**	**EGKB (BQH): Biggin hill**	**26/03/2014**	**201403621**

Infringement of the LTMA (Class A) by a CTSW at 4000ft. Standard separation maintained.
At 1527z secondary CAIT alerted me to a 7047 squawk east of Biggin Hill entering the TMA passing 2.5A. The Mode S identified for the aircraft. Having waited a few moments to confirm that the aircraft would not immediately leave again via decent, I phoned Biggin Hill to request the pilots intentions. Biggin Hill ATC advised me they were working the aircraft and that it had just gone IMC. The aircraft was now passing 2.9A and climbing. Therefore I instructed Biggin Hill ATC to get the pilot to call me on Thames Radar 132.7. The aircraft then called me and reported he was climbing VFR to remain VMC as he was a VFR only rated pilot, his level at this point was verified as 4.0A (base of controlled airspace 2.4A) The pilot reported he had tried to approach a few local airports and was unable to make the require visual criteria for an approach and needed my assistance to find a suitable airfield for a landing. At this point I called D&D and informed them of the situation and asked them to phone local airfields to find somewhere with the required weather minima. I also informed the relevant sector who's airspace is next to mine to "watch" the aircraft but that he was under my partial control. Southend airport was identified as having VMC weather of 10km vis FEW014 and the pilot was informed of this, he decided to attempt to approach Southend. The pilot was given a rough range and bearing to Southend but was informed that his priority must be to remain clear of cloud. I thought it not prudent to instruct the pilot to descend outside controlled airspace or attempt to fly IFR, the safer option at that point was to let him fly VFR inside Class A TMA. The aircraft left controlled airspace en-route to Southend and was identified and transferred to Southend ATC 130.775 at 1545.

FUJI FA200	**LYCOMING 360 FAMILY**	**Taxiing to/from runway**	**EGBP : KEMBLE**	**01/03/2014**	**201402476**

Propeller strike.
Aircraft was positioned parallel to the normal parking slot. At approx 1525z aircraft was given taxi clearance to holding point. Shortly after aircraft acknowledged the taxi clearance, a loud ripping noise was heard from behind the tower. It transpired that the aircraft had taxied forwards and suffered a propeller strike with a cement filled tyre tie down located approx 15ft ahead of him.

GROB G115	**LYCOMING 360 FAMILY**	**En-route**	**EGHI (SOU): Southampton**	**15/03/2014**	**201403090**

Infringement of the Solent CTA (Class D) by a Grob 115 at 3900ft. Standard separation maintained.

GROB G115	**LYCOMING 360 FAMILY**	**Standing : Engine(s) Shut Down**	**EGYD : Cranwell**	**15/02/2014**	**201403186**

Oil hose sheared resulting in loss of oil contents.
Aircraft returned after its third sortie of the day. This sortie consisted of 50 minutes with a total of 5 minutes aerobatics. The pilot had not reported any issues but the ground crew noticed a significant amount of oil on the underside of the engine cowling. An LAE was consulted and after an initial investigation it was discovered that the fitting (P/N AN816-6-2D) connecting the hose (P/N AE6208G0094-250) to the accumulator (P/N P-447) had sheared off resulting in an oil loss of approximately 2 US Quarts. The aircraft oil level was checked and found to be at 5 US Quarts; prior to flight it had been at 7 US Quarts therefore up to 2 US Quarts of oil was lost. The pilot did not notice anything untoward until after landing and shutting down. Since the fitting of the accumulator the aircraft has flown 11:40hrs.Aircraft at other bases were instructed to remove the accumulator fitted aircraft from service with immediate effect. All aircraft fitted with an accumulator are now withdrawn from service as part of the investigation. The propeller governor and the broken part of the fitting fitted to the subject aircraft has been removed and quarantined pending investigation. As part of their internal investigation the reporter is considering seeking advice from an independent specialist to identify the root cause of failure and failure mode of the fitting.

GRUMMAN AA5	**LYCOMING 360 FAMILY**	**En-route**	**EGSX : North Weald**	**11/01/2014**	**201400355**

A/c declared MAYDAY then downgraded to PAN as change of fuel tank caused engine to run down.
Engine ran down when during the pre-landing checks the fuel was switched to the fuller left tank. Upon landing the fuel tanks were checked and found that the right tank was low.

GRUMMAN AA5	**LYCOMING 360 FAMILY**	**Scheduled maintenance**	**EGTC : Cranfield**	**21/03/2014**	**201403583**

P2 Sprocket found to be incorrectly drilled.
During the Annual Inspection it was noted that the P2 control column had significantly more movement in it that the P1. Investigation showed that the P2 sprocket assembly had been poorly fitted when last installed (time unknown) by the addition of another installation hole. This new hole was so close to the edge of the sprocket tube that it was not holding the sprocket in place.

JODEL DR1050	**CONTINENTAL (TELEDYNE) USA 200 FAMILY**	**Landing roll - on runway**	**EGTC : Cranfield**	**07/03/2014**	**201402737**

UK Reportable Accident: Loss of control on landing, aircraft ground looped on runway. Two POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.

MAINAIR BLADE	**BOMBARDIER ROTAX**	**Rejected take-off**	**Over Farm**	**04/03/2014**	**201402668**

UK Reportable Accident: Aircraft flipped over during rejected take-off. Two POB, one seriously injured. Aircraft substantially damaged. Subject to AAIB AARF investigation.

MAINAIR BLADE	**BOMBARDIER ROTAX**	**Taxi to runway**	**EGCB : Manchester/Barton**	**09/03/2014**	**201402779**

Runway incursion by an aircraft.
Aircraft followed five other aircraft, returning to Ince, to A3. Aircraft was spotted to be at the A3 hold without calling for taxy, radio checks were made by the AFISO but no reply heard. After the previous departing aircraft was airborne this aircraft entered 27L and departed without any radio calls. AFISO asked other aircraft to ask PIC of this aircraft to call ATC once they had landed at Ince. A call to the receptionist was made, where it is understood an apology was left, but no other details were given. Airport Duty Manager attempted to call Ince CFI but no answer. Runway 27L CCT R/H, MANCHESTER QNH 1020, BARTON QFE 1018.

MORANE SAULNIER MS733	**POTEZ Other**	**En-route**	**LFQQ (LIL): Lille Lesquin**	**21/04/2013**	**201317132**

Infringement of Lille (Class D) airspace.

MUDRY CAP10	**LYCOMING 360 FAMILY**	**Landing**	**Swansea**	**16/03/2014**	**201403130**

UK Reportable Accident: Birdstrike to canopy during landing. Aircraft flipped over. One POB, no injuries reported. Aircraft damage to be confirmed. Subject to AAIB AARF investigation.

OTHER (TEAM MINIMAX 91)	**BOMBARDIER ROTAX 447**	**Landing**	**Farley Farm**	**16/03/2014**	**201403222**

UK Reportable Accident: Loss of control during landing in gusty conditions. One POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.

OTHER (Falconair)	**CONTINENTAL (TELEDYNE) USA 200 FAMILY**	**En-route**	**Bishop Waltham Flying Area**	**19/03/2014**	**201403266**

Infringement of the Southampton CTR (Class D) by an aircraft showing as a primary only contact, resulting in loss of separation with an aircraft on ILS approach to R/W20. Avoiding action not given as contact routed away from final approach.
At approx 1310 an aircraft was on the ILS with the tower at approx 6 miles when a primary only contact was observed leaving the Bishops Waltham flying area. The contact appeared to leave the area but followed it round to the east. The contact then left the CTR north of Bishops Waltham. As the contact was routing away from the final approach area no avoiding action was given. Minimum separation was 3.2nm. Details of the possible aircraft were obtained from Lower Upham.

OTHER (TEAM MINIMAX)	**BOMBARDIER ROTAX**	**Level off-touchdown**	**Easterton Airfield**	**01/03/2014**	**201403393**

UK Reportable Accident: Hard landing. One POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.

OTHER (Maverick 430)	**BOMBARDIER ROTAX 503**	**Landing roll - on runway**	**North Coates Airfield**	**24/03/2014**	**201403575**

UK Reportable Accident: Loss of control after landing led to runway excursion into a ditch. One POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.

PIAGGIO P180	**PRATT & WHITNEY (CANADA)**	**En-route - holding**	**LOGAN**	**11/03/2014**	**201402928**

Conflict between a Piaggio P180 and a Saab 2000. Avoiding action given.
I was controlling Saber/Logan and was advised LC had a blocked runway due to a hydraulic spill and Thames told me to hold all aircraft at LOGAN. The aircraft were on headings and out of position and the P180 was descending to FL120 and the Saab 2000 was descending to FL160. The P180 was through FL160 descending well so I turned both aircraft to the LOGAN hold. P180 then asked for the holding axis at LOGAN to which I replied with 290 degrees but I didn't specify Left Hand. The P180 stopped its descent at FL154 and proceeded to turn right hand towards the oncoming Saab 2000, when I realised I gave avoiding action.

PILATUS PC12	**UNKNOWN**	**Climb to cruising level or altitude**	**WOBURN**	**25/02/2014**	**201402283**

Altitude excursion. Standard separation maintained.
A/c cleared to FL160. Observed level at FL164.

PIPER PA17	**CONTINENTAL (TELEDYNE) USA A 65 SERIES**	**Taxi from runway**	**EGHR (QUG): Chichester/Goodwood**	**26/02/2014**	**201402327**

Propeller strike to marker board during taxi in.
Aircraft had landed safely and was in the process of taxiing to the designated parking space of line 3, which the pilot has been directed to by ATS. The aircraft was almost opposite the Control Tower, to the west of the building, when it was seen to taxi over the line 4 marker board, completely obliterating the sign with its propeller. The pilot was immediately informed of the incident and he continued to taxi to the parking line. Duty airfield manager was informed by phone from ATS and the pilot met on his arrival. It was seen that the wooden propeller had suffered considerable damage to both propeller tips. The frangible plastic marker board that indicates the start/finish of line 4, consists of a yellow plastic square of approx 1ft square, held in the ground by two white plastic posts. It is clearly visible and not obscured in any way by building or aircraft.

PIPER PA23	**LYCOMING 540 FAMILY**	**En-route**	**EGNR : Hawarden**	**25/02/2014**	**201402287**

Aircraft showing as primary only contact on Clee Hill radar. SSR return had been dropped.
The aircraft was transiting through Hawarden airspace in a southerly direction at FL091, at 08:51:05 the SSR code dropped and Clee Hill ORRD then proceeded to show the symbol for primary only contact until out of Hawarden airspace. A check with Liverpool ATC confirmed that they had SSR code displayed for the aircraft, the Liverpool SSR source is Manchester. All other Clee Hill SSR data unaffected.

PIPER PA24	**LYCOMING 540 FAMILY**	**Cruise**	**LTMA**	**04/03/2014**	**201402588**

Infringement activation in the LTMA.
Whilst working LAM the CAIT activated as I was on console with a slow moving 7000 squawk which popped up indicating FL112 tracking away from LAM to the North West towards BPK area. No STCA was activated and the return was white and pink intermittently on different radars. Aircraft was just about to commence the inbound hold over LAM when I issued an avoiding action turn to head 140 degrees away from the track. I asked if the pilot could see anything and he said there was no contact. Subsequently I turned the next LAM inbound, away from the hold and vectored away from the 7000 squawk and continued to vector both aircraft until the 7000 squawk was far enough away from LAM that 5nm could be maintained by LL APC and TC LAM. 10 mins later the GS indicated that the aircraft was believed to be identified and had been fitted with a new transponder and was confirmed maintaining 2000'. As the aircraft approached BNN the 7000 changed to 5031 indicating it was now in receipt of a service from LF LARS.
Supplementary 12/0314:
It has been identified that there is an intermittent fault with the transponder installation. The owner has agreed for a newer version to be fitted and arrangements are being made for the new installation to take place. The pilot has been advised to limit flying until it has been installed.

PIPER PA28	**LYCOMING 320 FAMILY**	**En-route**	**EGNH (BLK): Blackpool**	**02/02/2014**	**201401180**

Pilot contacted ATC to advise he was having trouble with his radio and that his airspeed indicator had failed.
After two attempts to contact radar the pilot informed ATC controller that he was having trouble with his radio and that his airspeed indicator had failed, after finding the intentions of the pilot a local standby was initiated. The aircraft landed safely and the incident closed.

PIPER PA28	**LYCOMING 320 FAMILY**	**Climb into traffic pattern**	**EGBJ (GLO): Gloucestershire**	**06/02/2014**	**201401406**

MAYDAY declared due to rough running engine on departure.
Aircraft declared a MAYDAY whilst climbing out to the north following a departure RW18 due to rough running engine. The aircraft was observed to be on high left base for RW18 and landed at 1140 without incident.

PIPER PA28	**LYCOMING 320 FAMILY**	**Scheduled maintenance**	**Audley End Airfield**	**11/02/2014**	**201401606**

Corrosion on left rear spar.
During repaint only a FOD inspection was carried out in the access holes before closure, severe corrosion was found on the left hand wing rear spar area at the root attachment. There has been access panels fitted in this area to aid inspection some time ago. I suggest these access panels are used to carry out inspection.

PIPER PA28	**UNKNOWN**	**En-route**	**Little Rissington**	**16/02/2014**	**201401840**

Alleged overflight of the Little Rissington Aerodrome (Class G) by an aircraft squawking 7000 at 1200ft during NOTAM'd parachute jump exercise.
Appropriate CAA action is being taken as a result of this incident.

PIPER PA28	**LYCOMING 320 FAMILY**	**Cruise**	**Yarmouth**	**22/02/2014**	**201402162**

Infringement of the Solent CTA (Class D) by a PA28 at 2300ft. Standard separation maintained.
At c.1543 I observed a #7000 infringing airspace 3NM North East Yarmouth indicating 2.3A. Using Mode S aircraft identified. I attempted several times to raise the aircraft without success, including speaking to EGHH. Subsequently the aircraft left CAS in the vicinity of Cowes. Later the aircraft came on freq. I made him aware of the possible airspace infringement. No further action was taken.

PIPER PA28	**LYCOMING 320 FAMILY**	**Landing**	**EGWC : Cosford**	**04/03/2014**	**201402664**

Aircraft landed without ATC clearance.
An aircraft was downwind to land, the traffic lights were set to red as it was the only aircraft in the circuit and I was confident that a positive clearance would be issued. I was watching another company aircraft which was taxiing in to park and had been querying where to position the aircraft. When I looked back I realised the aircraft was just about to touch down on the runway, had not made a Final call and therefore not received a clearance to use the runway. Once the aircraft had landed, I made the pilot aware that there had been no Final call and he apologised. The pilot involved was instructing a trainee. He is used to operating under positive control(ATC open) and negative control(ATC closed). I suspect as flying was at the end of the day with no Tutors airborne he forgot the need to call final even though ATC was still open. The aircraft captain is an extremely experienced aviator and I believe that the Occurrence Cause Group can be entirely attributed to Human Factors. Due to the nature of the instructing task provided by the aircraft company, the workload in the cockpit can vary massively in intensity. On this occasion, the Final call was missed, perhaps due to the level of instructional work in the cockpit. The fact that there were no other aircraft in the circuit at the time would mean that there were no other prompts for the call to be made. The nature of the instructing task meant that the aircraft captain was distracted and the Final call was missed.

PIPER PA28	**LYCOMING 360 FAMILY**	**Taxi from runway**	**LFAT (LTQ): Le Touquet Paris-Plage**	**08/03/2014**	**201403194**

Aircraft LH wingtip struck a fence during taxi.
After landing and being directed to 'follow yellow line to park', the LH wingtip struck a fence surrounding work in progress. No caution was issued.

PIPER PA28	**UNKNOWN**	**Cruise**	**EGNX (EMA): NOTTINGHAM EAST MIDLANDS**	**19/03/2014**	**201403263**

Infringement of the East Midlands CTA (Class D) by a PA28 at 3000ft resulting in a loss of separation against an inbound B737.
B737 was established at 9 miles for rwy 27 when PA28 called airborne from Nottingham requesting a transit clearance. He was instructed to remain outside controlled airspace and issued a squawk to identify. PA28 was observed climbing into controlled airspace behind the B737 without a transit clearance. PA28 reported he was climbing to 4000ft and was advised that he had entered controlled airspace without a clearance and told to descend due further inbound traffic. No avoiding action was given as the contacts were diverging and I believed no risk of collision existed. Appropriate CAA action is being taken as a result of this incident.

PIPER PA28	**LYCOMING 320 FAMILY**	**Cruise**	**BHX**	**21/03/2014**	**201403406**

Infringement of the Birmingham CTA-2 (Class D) by an unknown aircraft squawking 7000. Aircraft later identified as a PA28. Standard separation maintained.
I was controlling on RAD1 and observed a 7000 squawk (mode S indicated PA28) entering CAS 4nm north of Wellesbourne at 2500' tracking northeast. I put a 'check all' on, carried out a blind call and contacted Coventry without success but Wellesbourne said they had contact and would move him outside CAS, the Ac turned north and did not descend so a second call to Wellesbourne was initiated and the Ac turned south and descended outside CAS, The pilot called me on frequency and I advised him of his position, he stated it was his fault due to instrument error. I instructed him to contact ATC on landing. An aircraft was held on the ground until I was satisfied PA28 was remaining clear of CAS.

PIPER PA28	**LYCOMING 320 FAMILY**	**Landing roll - off runway**	**EGBP : KEMBLE**	**22/03/2014**	**201403449**

Runway excursion.
Student pilot performing their first touch and go following transitioning from dual to solo on runway 26. At approximately the mid-point of the runway the aircraft appeared to veer sharply to the left, skidding off the runway at 90 degrees onto the grass to the south of runway 08/26 and coming to a stop facing east. RFFS were already at holding point B1 waiting clearance on to the runway for a bird run. The crash alarm was activated and the RFFS were given clearance to proceed on to the runway towards aircraft. The pilot exited the aircraft unhurt, and after a visual inspection no obvious signs of damage were found. After consultation with the flying club, the aircraft was taxied to Apron where the student was met by the instructor. A runway surface inspection was conducted and normal operations resumed.

PIPER PA28	**LYCOMING 360 FAMILY**	**En-route**	**Overhead Cwmbran**	**10/03/2014**	**201403696**

Green laser attack.

PIPER PA28	**LYCOMING 320 FAMILY**	**Landing roll - on runway**	**EGMC (SEN): Southend**	**09/03/2014**	**201402791**

Runway excursion after landing.
Aircraft veered left and exited the runway onto the grass, south side of runway. AFFS in attendance. Pilot happy to start up and taxi back onto the runway to vacate onto taxiways Alpha and Golf. Two POB, no injuries. AFFS stood down.

PIPER PA28	**LYCOMING 320 FAMILY**	**Landing roll - on runway**	**EGGP (LPL): Liverpool**	**24/03/2014**	**201403537**

Runway excursion on landing due to crosswind.
Aircraft was observed to land shortly after being affected by a gust of wind (although no gust of wind was recorded on the 2 min average). On landing, the aircraft slowly veered to its right, and continued to veer until it left the RW to the right. The aircraft came to rest approximately 50M from the RW edge, whereby the pilot reported he was uninjured but shaken and was shutting the engine down. The scene was attended by the Emergency Response Services, and the aircraft was pushed back onto the RW, assessed for damage before being started and then taxied to the GA apron.

PIPER PA28	**LYCOMING 320 FAMILY**	**Rejected take-off**	**EGKB (BQH): Biggin hill**	**02/02/2014**	**201401469**

Rejected take-off due to faulty stall warning system activated at rotation.
During the take off roll, all systems appeared normal. I rotated at 65 Knots IAS, but as soon as the aircraft became airborne, the stall warner sounded continuously. I pitched the nose down to level attitude, and attempted to increase airspeed. The airspeed appeared to remain at 65 Knots, did not seem to increase, and the stall warner continued to sound. Quickly believing that there was possibly a performance problem, and judging that there was enough runway to land back immediately, I closed the throttle and touched down, bouncing very lightly once, but rolled out with about 1/3rd of the runway remaining. I informed ATC that I was stopping, and advised them that I thought I may have a power problem. I had two passengers and full fuel and my calculations, showed that I was practically at MTOW for the aircraft at 2324lbs. (Basic empty Weight: 1555lbs, Fuel: 285lbs, Pilot & Passenger: 362lbs, Rear Passenger 117lbs, Baggage: 5lbs.) I returned to the flying club, and spoke to operations, an instructor and the CFI. They informed me that they'd had a problem with the stall warner that morning, the aircraft had been to the hangar, and they believed it had been fixed. There was no record of the fault, or repair in the technical log. I then flew a solo flight into the circuit, the stall warner sounded again between 65-75knots but the aircraft performance appeared normal if a little slow to accelerate after take-off. On reflection I conclude that at MTOW, the aircraft was slow to accelerate after rotation, but this combined with the surprise of the constantly sounding stall warner alarm led me to wrongly believe there may have been a critical performance problem necessitating urgent action. I understand that the aircraft was returned to the hangar for investigation into the fault.

PIPER PA28	**LYCOMING 360 FAMILY**	**Cruise**	**Loch of Skene**	**01/03/2014**	**201402455**

Altitude excursion. Traffic info given. Standard separation maintained.
PA28 was operating west of Aberdeen north west of Loch of Skene tracking towards Alford. The solo pilot had requested to operate up to 4A but had been restricted to NAB2A. She was in close proximity to 3 other aircraft all operating VFR up to 2A (2x asouth bound, one squawking and the other not painting on radar. The third was outbound on the INV-L). I was also vectoring IFR traffic inbound as well as outbound survey aircraft and helicopters. I observed the PA28 mode C indicate A23 and asked her to confirm altitude as she was indicating 2,300ft when her cleared altitude was not above 2,000ft. She acknowledged and descended below 2,000ft. I did not immediately see the level bust as I was busy giving traffic information and receiving the replies but took action as soon as I realised there was an issue.

PIPER PA28	**LYCOMING 320 FAMILY**	**En-route**	**EGCN : DONCASTER SHEFFIELD**	**05/03/2014**	**201402642**

Infringement of the Doncaster Sheffield CTA (Class A) by an unknown aircraft at 2500ft squawking 7000 resulting in a loss of separation. Avoiding action given. Unknown aircraft subsequently identified as a PA28.
Further aircraft was C172(1), EGNW-EGNW, 6163, 'C' displayed and IFR making an ILS approach to RW20. Whilst vectoring C172(1) for an ILS at EGCN RW20 I observed that an aircraft squawking 7000, later to be identified as a PA28, had infringed CAS out of Sandtoft and was heading towards the final approach track for the same runway. Previously the PA28 had called on 126.225 for a service three times and was acknowledged by the radar controller to pass his message, but didn't do so. At the same time, an A319, was completing left hand visual circuits at Doncaster on RW20. ADC was informed, via landline, to keep the A319, which was in an orbit due to sequencing against an IFR inbound, heading south out of the way of the infringing traffic. C172(1) was given avoiding action to head away from the Localiser and positioned further ILS RW20, Also, a C172(2) in the FNY hold, cleared to go "beacon outbound" for the NDB/DME procedure RW20, was instructed to maintain in the hold to avoid. Although later, was also given vectored avoiding action to head south west away from the infringing aircraft. PA28 then changed his squawk to 6170 (EGCN listening watch), was called again, and was then identified and given a crossing clearance.

PIPER PA28	**LYCOMING 320 FAMILY**	**Normal descent**	**EGMD (LYX): Lydd**	**09/03/2014**	**201402951**

UK AIRPROX 2014/022 - PA28 and a Europa.
On a cross country flight from Biggin Hill to Farnborough Radar. I received Lydd's ATIS, then at Tenterden I changed to Lid Approach who asked me to report 4 miles. they were busy trying to call an aircraft that wasn't responding. I'd heard approach tell another aircraft about 2 inbound from the n and NW. At 4DME, I was told to continue and report overhead, and handed to TWR. TWR asked me standby, and they too were trying to raise the unresponsive aircraft. I reported overhead having approached from the NNW, was told to report downwind, and ATC sounded exasperated asking for another pilot's position. I was laying off drift to the right, and was correcting my course for a for an accurate crosswind when I saw an aircraft to my left, approximately 50m, same height, banking sharply right. I immediately turned right to avoid. The other aircraft turned towards the deadside. I reported downwind, and was told that an aircraft was on base leg. then I heard ATC ask for the position of another aircraft that was reporting long final. I couldn't see any aircraft on base or final. I reported ready for base, told ATC that I was not visual with any traffic on base, they told me to report final no1. I landed, and in a brief message I told ATC that I'd encountered traffic that had taken me by surprise in the overhead-they apologised. I phoned ATC from the airport reception, they took some details.

PIPER PA28	**LYCOMING 360 FAMILY**	**Landing roll - on runway**	**EGSH (NWI): Norwich**	**23/03/2014**	**201403553**

Runway excursion following training flight.
I was the ADC when the aircraft completed 2 night VFR stop and go circuits dual. The aircraft then taxied back to the light aircraft park and the instructor left the aircraft for the student to commence 5 further solo night stop and go circuits. The aircraft taxied out and was given a departure clearance. Aircraft got airborne and flew a standard right hand visual circuit. On the final call the aircraft was given a clearance to land. After landing the pilot reported that everything as alright but he had left the runway and was stopped at the Charlie taxiway. I asked him to confirm if he had left the runway and he explained he landed fine but on braking veered off onto the taxiway but was back on the runway. I instructed him to hold position and radioed the Ops vehicle to inspect the situation. An inbound helicopter was also instructed to orbit until advised. The student's instructor called on the telephone and we discussed the situation and although she was happy for the student to continue, we agreed he should taxi back in. Ops reported that the ac was east of the Bravo taxiway intersection and he believed the ac had left the runway at the intersection with the Bravo taxiway and there appeared to be no damage or FOD on the surface. The aircraft was instructed to continue taxiing down the runway and vacate at taxiway Delta for the light aircraft park. The aircraft vacated the runway and parked with no further incident.

PIPER PA28	**LYCOMING 360 FAMILY**	**Cruise**	**EGJB (GCI): Guernsey, Channel Is.**	**11/02/2014**	**201401602**

Radio failed.
Several 'buzzing' transmissions received, DF indicated direction of aircraft. Asked for radio check and received same buzzing transmission together with RCF squawk from the aircraft. Confirmed no further emergency with pilot via ident feature and also his intention to return. Communication restored as aircraft turned on to a 3 mile final and pilot happy to transfer to tower frequency. Landed without further incident.

PIPER PA28	**UNKNOWN**	**Cruise**	**EGBW : Wellesbourne mountford**	**16/02/2014**	**201402375**

UK AIRPROX 2014/014 - PA28 and a DA40, 2nm East Southeast of Wellesbourne Mountford.

PIPER PA28	**LYCOMING 360 FAMILY**	**Level off-touchdown**	**EGHA : Compton abbas**	**18/03/2014**	**201403398**

UK Reportable Accident: Pitch oscillations after touchdown. One POB, no injuries. Aircraft damage to be confirmed. Subject to AAIB AARF investigation.

PIPER PA28	**CONTINENTAL (TELEDYNE) USA 346 FAMILY**	**Missed approach or go-around**	**EGPE (INV): Inverness**	**11/01/2014**	**201400440**

Go-around flown and flypast inspection carried out due to undercarriage problem.
Inbound to airport, I had received instruction from the Tower on 118.400 for a right hand Circuit for runway 23. Late downwind I made a call to inform 118.4 that I was going to carry out a left hand orbit northwest of the field as I did not have 3 greens for the Undercarriage. I then checked the fuses and used the emergency handle for the under Carriage and thought I could hear the gear going down. After two left hand orbits I Requested a low level fly past the tower for them to inspect the gear with binoculars which they did and confirmed they thought the gear was down. I then proceeded to carry out a right hand bad weather circuit at 600ft for runway 23 and landed without incident. I then taxied to the north apron and parked and was met by the fire officer and two engines, He took my name, I inspected the undercarriage and returned to the GA hanger at approx 14.40.

PIPER PA28	**CONTINENTAL (TELEDYNE) USA 346 FAMILY**	**Missed approach or go-around**	**EGNH (BLK): Blackpool**	**07/02/2014**	**201401450**

Flypast inspection carried out and local standby initiated due to no undercarriage indication.
On Friday the 7th Feb 2014 I was the ADI Controller on duty. At 1457 an aircraft with1 POB reported on final for rwy28 and requested a flypast to inspect his undercarriage as no greens were showing, a local standby was initiated. On flying past, the undercarriage appeared to be down but could not confirm if it was locked, the pilot was informed of this and elected to land rwy28. At 1502 the aircraft landed and at 1504 the incident was stood down.

PIPER PA28R	**LYCOMING 360 FAMILY**	**Climb to cruising level or altitude**	**EGCN : DONCASTER SHEFFIELD**	**04/03/2014**	**201402600**

Infringement of the Doncaster Sheffield CTR (Class D) by a PA28 at 1500ft. Standard separation maintained.
PA28 called 126.225MHz requesting TS and advised climbing to 4A. Pilot instructed to squawk 6161, mode c was verified. At the same time, ADC was called to check circuit status as the PA28 was 3NM SW of EGCF, already inside CAS, passing A1.4. when the pilot was advised that he was inside CAS, he suggested that he would remain not above A1.5 until clear of the CTR. the PA28 was instructed to continue to climb to 4A in order to clear the ATZ, and was given a VFR Crossing Clearance on track. Visual and instrument CCT's clear, no other a/c affected. The pilot was asked if had read the VFR Departure Briefing before leaving EGCF. He replied that he had not read it, but would read it on returning. No further discussion of the matter was entered into with the pilot of the PA28, but EGCF was contacted by telephone to make further enquiries. Operations Manager advised that the pilot had only recently qualified, and could not apologise enough for the infringement. Full instruction on all relevant procedures had been given to the pilot before being authorised to fly solo. He also advised that he intended to comprehensively debrief the pilot of the PA28 on his return to EGCF.

PIPER PA28R	**LYCOMING 360 FAMILY**	**Taxi to runway**	**EGNC (CAX): Carlisle**	**04/03/2014**	**201402635**

Runway incursion by an aircraft. Aircraft was subsequently observed entering D407 (Warcop).
The visiting pilot collected the aircraft from the maintenance hangar and requested taxi instructions. Instructed to 'taxi via taxiway B and runway 19 to the run-up area, which is just short of holding point 'D'. When at holding point B, pilot then requested permission to enter RWY19. Subsequently observed at holding point D instead of run-up area. Pilot asked if runway in use was 25. I replied 'affirm', the pilot said 'backtracking runway 25' and taxied through the D holding point. No other aircraft was affected. 040950 24010KT 210V270 9999 SCT014 BKN020 06/04 Q997.

PIPER PA30	**LYCOMING 320 FAMILY**	**Cruise**	**BKY**	**16/02/2014**	**201401842**

Possible ATC callsign confusion.
The aircraft was enroute heading SSW towards BPK at 2400 ft receiving a Traffic Service limited by controller workload, using the abbreviated c/s "SZ". The route was very familiar to the pilot. RT loading was moderate to high (in the pilot's perception of normal for the frequency). About 5 miles SW of BKY the pilot heard a transmission "SZ turn immediately onto an easterly heading you are about to enter controlled airspace" (or similar). The pilot asked the right-seat passenger (who was another pilot qualified to operate the aircraft, even though this was a single pilot operation) to verify that the instruction was apparently for SZ, which he did. Because the planned track closer to BPK does come within a few miles of the Stansted CTR boundary, despite being very familiar with the route, the pilot was confused and requested that the controller confirm that the instruction was for SZ. No confirmation was received, probably due to multiple calls together. As he perceived that the closest controlled airspace was to his left, the pilot initially turned the aircraft to the right then realised that this turn was towards the west, and reversed the turn to turn left towards the east. A few seconds in to the turn, further transmissions heard on the RT suggested that the instruction had been intended for another aircraft (possibly an LZ), and the pilot turned the aircraft back on to its original track. No further confirmation was requested nor received, as the frequency was busy. Later in the flight, another aircraft with callsign SZ came on frequency, though it seems unlikely that that aircraft was involved in the earlier incident. Whether this callsign confusion resulted from the controller using the wrong callsign or the pilot mishearing the callsign, callsign confusion represents a particular hazard when an instruction is issued by ATC requiring "immediate" compliance. Because of the urgency of the action required, the crew are unlikely to use normal rigour in confirming that the required action is safe. Thus if the wrong aircraft performs the action, there is a significant risk that the action is not terrain-safe, or takes the aircraft into conflict with another. In this case, the aircraft was well above terrain, and there did not appear to be traffic to affect the turn, though the Stansted CTR was about 2 minutes east of the aircraft's position at the time of the incident. The extra navigational assurance provided by a LARS controller, particularly Farnborough in the complex airspace around London is undoubtedly valuable in reducing infringements. Nevertheless, there are risks associated with the phraseology of navigational warnings of this sort. We would therefore recommend: * that the CAA considers a phraseology change to require the use of the full callsign when an "immediate" or "avoiding action" instruction is passed, to mitigate the risk of callsign confusion using abbreviated callsigns; * that the CAA considers a change to recommend that any "immediate" or "avoiding action" instruction turn instruction be given as a left or right turn, not a new track with respect to cardinal directions; and * that the CAA considers a change to limit the use of the word "immediate" to instructions in which there is imminent danger of loss of separation, not merely an infringement of controlled airspace.

PIPER PA31	**LYCOMING 540 FAMILY**	**Rejected take-off**	**EGBK (ORM): Northampton/Sywell**	**06/02/2014**	**201401427**

Rejected take-off due to RPM imbalance between the two engines.
During the take-off run for a local sortie, the throttles were selected to maximum power. With maximum propeller RPM and the mixtures fully rich, the left engine indicated only 35". The right engine indicated 39". The take-off was rejected at approximately 30kts and the aircraft brought to a stop, without further incident. The Company has a minimum MAP for departure of 38". As the engine was not performing to that limit, the Pilot made the correct decision to reject the take-off. Following a maintenance investigation, no fault was found with the engine, but the left engine density controller was adjusted to increase the MAP at maximum RPM. The aircraft was returned to full service without further incident.

PIPER PA46	**LYCOMING 540 FAMILY**	**Approach**	**EGAA (BFS): Belfast/Aldergrove**	**08/02/2014**	**201401459**

Aircraft descended below glide path. Pilot had mistakenly left the altimeter setting on QNH 1013 and descended to 1300ft instead of cleared 3000ft. Standard separation maintained.
An aircraft was observed well below the glide path for runway 25. The pilot was warned and he responded that he was correcting and that the incorrect descent was due to an altimeter issue. He was asked to confirm that he was happy to continue with a visual approach and he responded that he was. He continued the approach having levelled off and was again advised that he remained below the glide path. He confirmed that he was visual and would intercept the glide path. Aircraft landed at 1618 without further incident and was asked to contact the tower by landline. The pilot called the tower at 1627 and advised that due to a distracting radio call on the flight deck when he was given first descent to an altitude, he left his altimeter set on 1013hPa in error. When given descent to altitude 3000ft he was visual with the surface but descended towards 3000ft on 1013hPa (approximately 1300ft on the QNH 952hPa), before realising his error and converting to a visual approach.

PITTS S1	**LYCOMING 540 FAMILY**	**Landing roll - on runway**	**EGBJ (GLO): Gloucestershire**	**07/03/2014**	**201402748**

UK Reportable Accident: Loss of control on landing, aircraft ground looped and left the runway. One POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.

SOCATA TB20	**LYCOMING 540 FAMILY**	**Taxi to runway**	**EGNS (IOM): Isle Of Man/Ronaldsway**	**13/03/2014**	**201403024**

Runway incursion. Aircraft crossed R/W26 instead of cleared R/W21.
Aircraft had been parked in Area Mike and called for taxi. Having initially mistaken his position as South of 26, I gave taxi to hold D1. I checked and having realised that he was parked at Mike, reissued taxi instructions to hold Alpha 1, via Foxtrot and Alpha, crossing runway 21. I believe this was read back correctly. I observed the aircraft stop at the junction of TWY E and the exit from Mike. I therefore clarified "it's the right turn there, then next left". The pilot read this back and entered TWY Alpha. As I dealt with another task, the driver of Fire 5, who was on Runway 26 carrying out bird scaring alerted me to the fact that the aircraft had gone the wrong way. I noted him on Foxtrot, beyond the Alpha intersection about to cross 26. I informed him he had gone the wrong way and gave alternative instructions. He advised he had been cleared to cross 21. I advised him he had actually crossed 26, and if unsure of his position may have found it prudent to seek clarification. He made a further error with the re-route continuing along runway 03 beyond Alpha as cleared. I would suggest the “RUNWAY AHEAD” signs beyond F1 are augmented with “26” and given a holding point designator.

SOCATA TB20	**LYCOMING 540 FAMILY**	**Climb to cruising level or altitude**	**EGGW (LTN): London/Luton**	**19/03/2014**	**201403275**

Infringement of the Luton CTA (Class D) by a TB20 at 4700ft. Luton northbound departures were affected. Standard separation maintained.
TB20 entered CAS 9nm NW of Luton tracking SE, the contact climbed to 4700ft. I rang Cranfield who turned the a/c back to the CIT.
Supplementary 25/03/14:
When infringing airspace GNS flashes its message light. Unfortunately, in this instance I was so busy with other avionics I didnt get time to look at it until it was too late. Primary Cause - Mistake on Interpretation of an ATC instruction. After 3 successive go around instructions on the missed approach vis: 1- published missed - Climb 1500 on heading 213 then left turn back to the beacon. 2- climb 2500 on heading 213 then left turn back to the beacon, 3- climb 3500’ on heading 213 then left turn back to the beacon. As I was climbing through 2500' I was then instructed to 'fly the 120 Daventry radial inbound'. I interpreted this as turn left to fly a course of 120 inbound to Cranfield. I later realised that, what was meant, was turn right inbound to Daventry and actually fly the reciprocal of 120 i.e. 300. I believe that this instruction is ambiguous and am in discussion with Cranfield ATC to amend it to make it clearer. I then received a 5th instruction to climb to 4500' and own navigation back to CIT. Contributory Factors - High ground speed (190kts) due to substantial tail wind component. This blew me into CAS whilst I was setting up the VOR/Identifying it, Setting the OBS and intercepting it. - Slow turn to CIT due to unfamiliarity with new avionics set up. The purpose of the training was to familiarise myself with a new EFIS installation on the aircraft and its connection with the GNS 430. - Multiple changes to missed approach from ATC during go around. - Over familiarity with the Standard missed approach at Cranfield which is a left turn back to the beacon and a desire to turn left to carry out the procedure that I wanted to practice. Suggestions - Suggest a change to ATC phraseology for the non-standard missed approach instructions at Cranfield to include ‘TURN RIGHT’ in the Daventry radial instructions for use when the beacon is very busy. When learning new avionics procedures always have a second pilot (observer). Only when 100% familiar and confident then practice as a single pilot.

VANS RV10	**LYCOMING 320 FAMILY**	**Cruise**	**BHX**	**23/03/2014**	**201403473**

Infringement of the Birmingham CTA-2 (Class D) by an unknown aircraft squawking 7000 at 2000ft. Aircraft identified as a Vans RV10. Traffic info given. Standard separation maintained.
A 7000 squawk was observed approaching the CTR boundary from the west indicating 2000ft unverified (mode S indicated callsign was a Vans RV10). Before the unknown entered the zone I vectored a B738 who was joining at GROVE from MOSUN on a heading to pass North of the unknown & to maintain FL80, traffic information given. The unknown aircraft entered Birmingham airspace at 1241z and continued on a SE direction. CHECKALL / blind calls / phone call to Coventry made. The unknown aircraft continued on a SE track until it disappeared from Radar SE of Cranfield. A couple of hours previously the same aircraft had routed the opposite direction, just remaining clear of CAS. 6 aircraft were given extended routings / approaches due to the above infringer. The B738 stated after landed his flight time had been extended by 7 mins & 400kgs of extra fuel used.

VANS RV9	**OTHER (Wilksch WAM-120)**	**Cruise**	**EGKK (LGW): London/Gatwick**	**15/03/2014**	**201403100**

Infringement of the Gatwick CTR (Class D) by a Vans RV9 at 2200ft. Standard separation maintained.
I was the KK Int controller just commencing a handover to an oncoming controller when I noticed a FIS squawk 12nms SE of KK in the KK CTR at 2200'. My oncoming controller spoke to London FIS from another position to tell them about it and was informed that the AC had just been transferred to LF LARS. I stopped descent on an inbound AC to KK (vertical separation was not eroded as the inbound AC was passing approx 8600' when I stopped the descent at 6000') I then obtained the AC details from LF LARS.

ZENAIR	**BOMBARDIER ROTAX**	**Cruise**	**EGNX (EMA): NOTTINGHAM EAST MIDLANDS**	**16/02/2014**	**201402421**

UK AIRPROX 2014/015 - Zenair and a PA38 at 2750ft, approx 5-8nm from Eastern edge of East Midlands controlled airspace.

ZENAIR CH601	**LYCOMING 235 FAMILY**	**Landing**	**Hunsdon**	**09/03/2014**	**201403170**

UK Reportable Accident: Caught wing tip during crosswind landing. Substantial damage. Two POB, no injuries reported. Subject to AAIB AARF investigation.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 March 2014 and 31March 2014

ROTARY WING AIRCRAFT

AEROSPATIALE AS350	**TURBOMECA, FRANCE ARRIEL**	**Standing : Engine(s) Not Operating**	**EGLD : Denham**	**10/03/2014**	**201402968**

Hydraulic hose failure.
Upon return of a training flight, aircraft was shut down and refuelled. During refuelling, hydraulic fluid was noticed leaking from decking area on the RH side of the aircraft. Decking cleaned and ground run carried out. Hydraulic pipe found to be leaking from sheath area. Hose removed and replaced with new post mod type. All other affected pressure hoses to be replaced upon receipt of spares with post mod hoses.

AEROSPATIALE AS355	**TURBOMECA, FRANCE ARRIUS**	**Take-off**	**EGSF : Peterborough (Conington)**	**21/03/2014**	**201403464**

UK Reportable Accident: Another aircraft caught by downwash and turned over. Significant damage to other aircraft. Two POB, no injuries reported. Subject to AAIB AARF investigation.

AEROSPATIALE AS355	**ALLISON USA 250 FAMILY**	**Standing : Engine(s) Not Operating**	**EGBO : WOLVERHAMPTON**	**19/03/2014**	**201403403**

Fuel contamination.
On completion of refuelling the aircraft and prior to start, the LH fuel pump was selected on and it was noted that the LH fuel filter light came on and then went off. On checking the RH fuel pump, the RH fuel filter light came on and went off but only when the pump was selected off. (The above process was tried again with the same result). Having discussed the findings with maintenance, further investigation continued and a fuel drain check was carried out. The main fuel tanks and both fuel filters were found to be contaminated.
Supplementary 28/03/14:
The aircraft had recently been refuelled six times at four different locations. The bowsers at both UK airfields have been checked and the filters inspected with no sign of contamination. One other facility has checked their filters, pump and hoses and have found no contamination. The two drums from the last location were returned to our facility and the fuel remaining in the barrels shows no signs of contamination (both barrels were new, filled and sealed). The pump used was inspected and the filter and lines inspected, no sign of contamination. The aircraft fuel system has been drained and the filters changed. The contamination consists of small, black particles, of a rubbery nature, suggesting hose material/seal or O ring or something similar. These have been sent away for analysis and awaiting the results.

AGUSTA A109	**PRATT & WHITNEY (USA) Other**	**Cruise**	**EGLK (BBS): Blackbushe**	**28/02/2014**	**201402445**

UK AIRPROX 2014/016 - Agusta A109 and a C525 at 2400ft, 3nm North West Blackbushe. Traffic info given.

BELL 206	**ALLISON USA 250 FAMILY**	**Cruise**	**EGSH (NWI): Norwich**	**29/12/2013**	**201317004**

Generator caption during flight.
Gen caption illuminated during flight. Gen field circuit breaker popped. Actions carried out iaw FRCs. Gen caption remained illuminated. Aircraft returned. Operations informed.

BELL AB205	**UNKNOWN**	**En-route**	**EGCC (MAN): Manchester/Intl**	**05/03/2014**	**201402620**

Infringement of the Manchester CTR (Class D) by a helicopter squawking 7000. CAIT activated. Separation lost.
I became aware of a 7000 squawk which appeared just inside the Manchester zone in the Glossop area, which rapidly activated the AIW alert. FIN DIR were vectoring two aircraft; one had just been turned onto a closing heading from the south (fltnum743F), and the other (fltnum5JA) was on a wide right base. As this 7000 squawk appeared it was about 2 miles east of fltnum743F and indicating about 3000' below. I transmitted blind to the unknown traffic, who immediately responded with his callsign. I also alerted FIN DIR and then informed him the traffic was speaking to me. I allocated squawk 7350 which enabled rapid identification, I cleared aircraft to continue northbound not above 2000' [I believe] and subsequently determined his intention to operate in the Rishworth Moor area for most of the day. Traffic information was not passed as fltnum743F, who had already been turned onto a closing heading, was by now well to the west and tracking away. (FIN DIR had kept the fltnum5JA fairly wide and I believe that at least 5nm separation existed until identification of the helicopter had occurred). The pilot stated he was about to call me - it is unfortunate that two-way communication was not achieved before his aircraft lifted into radar cover whilst still on a 7000 squawk. The watch manager was advised, but could find no record of the pilot having booked out prior to lifting.

BOLKOW BO105	**ALLISON USA 250 FAMILY**	**Final approach**	**EGBJ (GLO): Gloucestershire**	**19/01/2014**	**201400635**

Engine fire caption illumination on final approach.
During last 10ft of approach the nr2 engine fire caption illuminated. The aircraft was landed immediately and the emergency checklist drills carried out, fire bottle activated, however, no positive signs of fire were observed by the crew and the aircraft was shut down.
Engineering report:
Nr2 engine bay inspected and no sign of a fire or fire damage was evident. Fire detection system inspected and a damaged wire termination on fire detector identified as the cause of nr2 fire caption illuminating. New termination fitted to fire detector wire, fire extinguisher bottle replaced with new in accordance with Maintenance Manual.

EUROCOPTER EC135	**UNKNOWN**	**Approach**	**EGCB : Manchester/Barton**	**14/11/2012**	**201215789**

Green laser attack.

EUROCOPTER EC135	**PRATT & WHITNEY (USA) Other**	**Scheduled maintenance**	**unknown**	**08/01/2014**	**201400297**

MRGB oil change calendar time exceeded.
During a 24 month review, it was noted that the oil change for the main rotor gearbox had exceeded its 12 month calendar limit. The MRG oil was changed on 8 Jan 2014. Confidence fleet check carried out, all other aircraft found correct. Company internal report raised. Investigations established that an omission to correctly forecast the calendar limit for the MRG was made during an upload of data to the company airworthiness management system. Addition checks have since been implemented into the Technical Services Department covering the load of new aircraft and in the wider environment to include updates to the maintenance programs.

EUROCOPTER EC135	**UNKNOWN**	**En-route**	**Not specified**	**04/02/2014**	**201401314**

Infringement of the Bristol CTA (Class D) by a helicopter squawking 0061. Traffic info given. Standard separation maintained.
Helicopter's first call was approximately 9nm south requesting transit back to the city at 2000ft. I had inbound aircraft for ILS runway 27 approx 14nm from touchdown, it seemed likely to me that there was going to be a confliction with their relative tracks so I gave helicopter traffic information and instructed him to remain outside controlled airspace remaining beneath and to the East of the CTR. The radar return disappeared for a few miles then reappeared still heading towards the CTR, I monitored it for a while just to confirm the track and then tried to advise the helicopter that he was still approaching controlled airspace and to confirm that he was in the right turn to remain clear, I received no response to this call nor to a second call to attempt to make two way contact. I eventually got contact with the aircraft and instructed him to turn right onto Easterly heading and gave him traffic info on aircraft who was now on a 3.5nm final.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Manoeuvring**	**Overhead Edinburgh**	**02/03/2014**	**201402576**

Persistent green laser attack.

EUROCOPTER EC135	**UNKNOWN**	**Manoeuvring**	**Overhead Edinburgh**	**02/03/2014**	**201402808**

Laser attack.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Cruise**	**En route**	**09/03/2014**	**201402844**

'F QTY DEGR' caution illuminated and fuel quantity indication fluctuated during flight.
During 6min positioning flight, following a refuel, the 'F QTY DEGR' caution displayed intermittently on VEMD and main fuel tank quantity indication was observed to fluctuate by approx 40kg. Aircraft landed at destination and following a discussion with company engineers and duty managers, the aircraft was recovered to base iaw MEL. On arrival, the main tank fwd and aft, nr1 and nr2 supply tank fuel sensors removed and inspected, grit/debris found in main tank aft sensor. Sensor replaced. Main tank fwd and both supply tank sensors cleaned iaw ASB and installed iaw AMM. At the start of the fuel indication checks, 'F QTY DEGR' remained indicated on CAD, CAD removed, connector and pins cleaned and inspected, CAD refitted iaw AMM 'F QTY DEGR' caption cleared. Functional checks carried out iaw AMM. Supply indication check carried out iaw ASB, all systems serviceable. Investigations under 201400199, 201400807 and 201316084 (all same type/other aircraft).

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**En-route**	**Overhead Glasgow City Heliport**	**11/03/2014**	**201403362**

Laser attack.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**En-route**	**Overhead Blackburn**	**08/03/2014**	**201403363**

Green laser attack.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Standing : Engine(s) Start-up**	**Lowestoft**	**21/03/2014**	**201403501**

Nr2 engine failed to start.
After a successful start of the nr1 engine, nr2 engine failed to start. Two attempts were made and in both cases it was noticed there was no N1 indication. Aircraft shutdown and engineering advice requested. NB this was the second sortie of the day as HHO passengers had already been deployed. Nr2 engine starter/generator removed and inspected. Start/generator is free to turn. Engine unable to be turned using engine turning tool on start/generator drive point, nr2 engine suspected as being seized. Nr2 engine plenum chamber inspected and found to contain large quantity of small metal particles. nr2 engine replaced. Ground runs and air test carried out. Aircraft serviceable.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Maintenance phases**	**EGTK (OXF): Oxford/Kidlington**	**24/01/2014**	**201400935**

Overfly of time since overhaul (TSO) of Hydro Mechanical Unit (HMU).
During a review of aircraft documentation it was apparent that the Time Since Overhaul (TSO) of a Hydro Mechanical Unit (HMU) had been incorrectly calculated resulting in an overfly of 20mins. HMU replaced and aircraft returned to service.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Scheduled maintenance**	**EGTG (FZO): Bristol/Filton**	**03/02/2014**	**201401309**

Searchlight damaged.
During Check A it was noticed that the searchlight glass was smashed with some glass missing. An investigation is being conducted to try and establish when and how this incident occurred.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Manoeuvring**	**Overhead Whitley Bay**	**02/03/2014**	**201402807**

Persistent green laser attack.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Vertical take-off**	**Llanymynech**	**17/03/2014**	**201403387**

Transmission chip caption.
Prior to lifting from the site, the transmission chip caption came on. Aircraft was shut down. Operations and Engineering informed. Main transmission MCD removed and inspected. A small single chip found, removed assessed as Stage A and sent for analysis. Oil filter element removed and inspected, no debris found. Filter element removed and inspected, no debris found, filter element cleaned and refitted. Oil sample taken for analysis, all actions carried out iaw AMM 63-40-00, 6-1 Table 1. Ground run carried out, no further indications. Aircraft returned to service.

EUROCOPTER EC155	**UNKNOWN**	**Approach**	**EGSH (NWI): Norwich**	**07/03/2014**	**201403345**

Blue laser attack.

EUROCOPTER EC155	**TURBOMECA, FRANCE ARRIEL**	**Initial climb**	**EGLF (FAB): Farnborough civil**	**04/02/2014**	**201401437**

Pilot's door opened in flight.
During take-off, a sudden increase in wind noise quickly followed by a realisation that the RH pilot door had come open. The FP handed over control to the MP in the LHS and speed reduced to 60 knots. The pilot in the RHS was then able to fully close the door with no further incident. All doors are fitted with micro switches that illuminate specific warnings on the CAD. The CAD was clear before takeoff and also clear during the incident.
Supplementary 11/02/14:
Pilots door warning micro switch found to be intermittent in operation due to switch sticking in closed position. Micro switch lubricated and adjusted and tested IAW AMM 52-70-00-721. Carry out light lubrication of micro switch at regular intervals not exceeding 50HRs. Door warning system checked weekly during the scheduled 7day/15hour inspection. Await further reports from OEM prior to amending the AMP.

MBB BK117	**TURBOMECA, FRANCE ARRIEL**	**Scheduled maintenance**	**Lippitts Hill**	**06/01/2014**	**201400253**

Exceedance of life limited parts due to component life limitation figures not amended on the relevant module log cards.
As part of routine (SBH) engine replacement, a paperwork review of the engine log book was carried out. Module and module sub component TBO increases introduced by the manufacturer had been complied with and certified. A revised statement of life issued to the log book and the data amended in the aircraft computerised maintenance forecast. It was noted however, that the individual log cards had not had the potential life figures amended on the front of the relevant module log card. First life limitation for hours and cycles were generally found satisfactory but on nr2 engine, the second stage gas generator turbine blades became by default, the first limit for engine removal within the log book. This was not recognised and consequently the first new life limit was not updated in the computerised maintenance forecast. As a result it was found to have exceeded its TBO by 258hrs. Manufacturer immediately notified and a replacement engine sourced. Measures have been put in place to protect against a recurrence of this event.

MCDONNELL DOUGLAS MD900	**PRATT & WHITNEY (CANADA) PW200 FAMILY**	**Scheduled maintenance**	**EGKR (KRH): Redhill**	**12/03/2014**	**201403107**

Crack found in MRB spring retention clip.
During a period of scheduled ground maintenance an inspection of the Nr1 leading edge main rotor blade pin revealed a crack in the lower portion of the spring retention clip. This follows a recent failure of the same component. Pin replaced, damaged pin retained for further investigation by maintenance group. Blade pin retaining spring clip cracked in situ. approx. 65mm from bottom of spring clip radius. Blade pin replaced and post first flight check torque completed. Aircraft returned to service.
Supplementary 26/03/14:
Blade retention bolt returned for evaluation.

MD HELICOPTER 902	**PRATT & WHITNEY (USA) Other**	**Cruise**	**En route**	**06/02/2014**	**201401518**

FOD in heater system.
During the return flight, the heater was selected 'ON'. Initially the system worked fine but prior to the aircraft landing at the base, the RH section of the pilot's screen started to mist up. The heater was switched 'OFF' and the aircraft made a successful landing with no incidence. Prior to shutting down, the heater was switched back 'ON' to investigate the problem. It was then that the co-pilot's demist vents material was observed obscuring part of the vent. Luckily, the field engineer was present at the unit for servicing and managed to pull out material from the vent.
Supplementary 10/02/14:
Heat/de-fog tubes disconnected from windscreen louvres and splitter tube. Complete tube section examined for blockage and two pieces of noise insulating foam (from mixer venturi) removed. All clear and ground run carried out to test for flow at all cockpit heat vent apertures - all found clear and flowing on demand.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**Standing : Engine(s) Not Operating**	**EGCB : Manchester/Barton**	**28/01/2014**	**201400975**

Tracker beam loose on rail.
Whilst carrying out the morning Check A on the aircraft and checking the tracker beam security to the aircraft, it was discovered loose and able to move on the rail. Engineering assistance requested.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**Standing : Engine(s) Not Operating**	**EGKR (KRH): Redhill**	**04/03/2014**	**201402587**

Main rotor blade pin spring clip sheared.
During pilot's daily pre-flight check, the main rotor blade pin spring clip was found sheared. Break is approx two-thirds of the way down the spring clip at the bottom of the shoulders. Lower part of spring clip missing. Maintenance organisation informed. Pin fitted to leading edge blade nr5. Blade pin retaining spring clip fracture confirmed. Fracture located 65mm from bottom of spring clip radius. Aircraft inspected for missing part of spring clip, not located. No further damage found. Blade pin replaced and post first flight check torques completed. Aircraft returned to service.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**Hovering**	**Overhead Sheffield**	**03/03/2014**	**201402985**

Green laser attack multiple times.

OTHER (ROTORSPORT CAVALON)	**BOMBARDIER ROTAX 912**	**Running take-off**	**Holmbeck Farm**	**05/03/2014**	**201402645**

UK Reportable Accident: Loss of control during departure. One POB, minor injuries sustained. Aircraft destroyed. Subject to AAIB AARF investigation.

ROBINSON R22	**LYCOMING 320 FAMILY**	**Cruise**	**EGKR (KRH): Redhill**	**17/01/2014**	**201400683**

Tail rotor pedal became stuck during circuit.
While carrying out main rotor track and balance check and during the second circuit as power was applied to increase to 80kts, I tried pushing the left TR pedal to keep trim but was unable to move it. With some considerable force it suddenly freed then got stuck again after moving pedal about 1/2" to 1". The Tower was notified. With limited TR control, an immediate descent was carried out with run on landing.

ROBINSON R22	**LYCOMING 360 FAMILY**	**En-route**	**D126/128**	**11/03/2014**	**201402963**

Infringement of active Danger Areas D126 and D128 by an R22 at 1000ft.
As the on-duty Air Operations Officer on Salisbury Plain I received an RT call from a military helicopter operating over Everleigh DZ that they had been overflown by a small civilian helicopter at a height of approx 1000ft. I checked our SSR display and saw a slow moving SSR track in the area squawking 3/A 7000 hdg NW. The danger areas were notified active, D126 SFC-FL90 RPA Flying and EG D128 SFC-30,000 Artillery Firing. I suspected the aircraft might have departed from Thruxton so called the Tower. They confirmed that an R22 had recently departed to Wolverhampton Ha'penny Green. They said they had informed the pilot that the danger areas were active. I rang Wolverhampton and explained the problem and asked them to ask the pilot to call me after landing. At approx 1515 I received a call from the pilot. I explained I was trying to trace an R22 that infringed active danger areas over Salisbury Plain, and the pilot admitted it was probably him and he apologised. He said he had some problems with flight visibility and been told by Thruxton Tower to fly not above 1200ft. I reminded him that we provided a DACS and that if he had called, we might have been able to act and clear him safely into the area. I informed him that we were mandated to report the infringement by DASOR.

ROBINSON R44	**LYCOMING 540 FAMILY**	**Approach**	**EGTC : Cranfield**	**04/03/2014**	**201402704**

Helicopter entered Cranfield ATZ (Class G) and crossed the runway without clearance. Traffic info given.
A helicopter had PPR'd in from private site at J13 and was briefed on the join and his parking.10mins or so after the call an helicopter was observed hovering inside the ATZ but not in radio contact despite several calls. Traffic info was given to the two aircraft in the circuit and the heli was observed crossing the aerodrome boundary and hovering just south of the runway as a light aicraft on a touch-and-go was in the flare. As the light aircraft lifted it took avoiding action breaking right to ensure separation. Despite green lights from the tower to cross the helicopter didn't immediately cross then slowly crossed and proceeded to taxi to Apron One, causing ground traffic to be halted - the aircraft was briefed to park outside the tower. The pilot apologised and said he had a radio problem and tried to attract my attention by flashing the landing light, by which time he already had my attention. He didn't see any light signals from the tower and wasn't the person who called for PPR so wasn't aware of the parking briefing. The radio worked when he returned to the heli and he departed normally.

ROBINSON R44	**LYCOMING 540 FAMILY**	**En-route**	**Heli route H7**	**21/03/2014**	**201403431**

Loss of separation between an R44 and an A340. R44 had failed to descend to standard cleared altitude of 1000ft. STCA activated. Traffic info given. Operator fully alerted.
R44 routeing via H7, H4 and H3 was cleared Standard operating altitudes (SOA) but failed to descend to 1000 feet at Morden and subsequently passed behind and beneath an A340 who was at 2000 inbound on 27L .The R44 was showing 1500 feet when STCA alerted and was immediately descended to 1000 feet (SOA).
Supplementary 26/03/14:
I had the pilot, contact me this morning by telephone regarding this. He apologised and cited “disruptive pax” distracting him and that he had flown the route many times before, and about 4 times since the event. He is aware of the restrictions on altitudes on the helicopter routes.

ROBINSON R44	**LYCOMING 540 FAMILY**	**Cruise**	**EGCB : Manchester/Barton**	**26/03/2014**	**201403626**

Infringement of the Manchester CTR (Class D) by an unknown aircraft with Mode C indicating 2100ft, resulting in loss of separation with a B737 in descent. Aircraft later identified as an R44. Traffic info given.
On duty as Final Director. Easterly dual ops. Low traffic levels. B737 was being positioned towards a left base. Just before B737 was transferred to me by Approach South I heard the controller say something along the lines of, "I don't know anything about the 7351 squawk" or "keep an eye on that 7351 squawk". I changed my picture in order to see what my colleague was referring to. I then noticed a 7351 squawk approximately 5nm west of Manchester/Barton and showing Mode C 2100ft. Almost immediately after the controller on Approach South pointed out the 7351 squawk (which was infringing); the B737 called me. I acknowledged the call from the crew and then took a couple of seconds to ascertain my best course of action (the aircraft tracks were already diverging). Although a loss of separation had occurred (and was still occurring) I decided that the best course of action was to inform the crew of the B737 about the unidentified aircraft but to NOT issue avoiding action as standard separation (5 and 5) was about to be regained. I do not know why the infringing aircraft was squawking a Manchester assigned code. The only thing I was aware of was that the Approach controller did NOT issue the aircraft with this squawk and thus the aircraft was not identified; thus a loss of separation has been recorded.
Supplementary 28/03/14:
A 7351 squawk was observed 1 mile east of the LLR (Low level route) west of Manchester/Barton at 2000ft (mode S). I had not allocated that squawk to any aircraft although it is a Manchester approach squawk. The aircraft was called as it entered the LLR at 2000ft but with no response. I phoned the Manchester/Barton AFISO and asked if they had traffic in that area at the same time I identified the aircraft as an R44 using Mode S. Manchester/Barton confirmed they were working that aircraft so I told them to instruct it to descend and call me on 118.575. R44 did call me and was identified. There was a loss of separation with R44 by a aircraft working director (B737). As R44 was squawking 7351 the Airspace Infringement warning (AIW) safety net did not alarm.

SIKORSKY S76	**TURBOMECA, FRANCE ARRIEL**	**Standing : Engine(s) Not Operating**	**EGSH (NWI): Norwich**	**05/03/2014**	**201402666**

Unmanifested freight discovered on aircraft arrival.
On landing at the platform, we were informed of unmanifested wooden crate of approx 1.5 m cube weighing approx 43 kg in boot. We therefore took off 95 lbs overweight. It was replaced in the boot and returned.

SIKORSKY S76	**UNKNOWN**	**Final approach**	**EGSH (NWI): Norwich**	**08/03/2014**	**201402971**

Aircraft cleared to land with vehicle on the runway.
Just prior to taking the position OPS 1 had been cleared onto the runway for an inspection. The runway bay had been opened and the vehicle strip placed across the bay which is different to how I display the runway blocked. Radar called and requested an ILS 27 arrival for an S76 followed by another helicopter arrival on RW09. Both were approved. When the S76 called at approx 3.5nm I realised that the lights were still selected to RW09. Mindful of the fact that the next arrival was for RW09 I attempted to change the lights using the 'maint' facility. The touch screen control proved difficult to use which distracted me. I checked the landing area, glanced at the far end and issued a clearance to land whilst removing the vehicle strip from the bay thinking it had vacated and that I had missed the call. The driver called "OPS 1". I then noticed the vehicle vacating. The landing clearance was cancelled and reissued when the vehicle had vacated. I suspect the vehicle was obscured by the window pillars when I looked, coupled with a different display of the RW blocked. METAR 0750 160/09 6000 SCT007 07/06 Q1027.

SIKORSKY S76	**TURBOMECA, FRANCE ARRIEL**	**Cruise**	**EG D323C**	**11/03/2014**	**201403392**

UK AIRPROX 2014/023 - S76 and two military aircraft, underneath active Danger Area EG D323C. Traffic info given. Evasive manoeuvre flown by S76.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 March 2014 and 31March 2014

OTHER

GROB G103	**OTHER (Not Applicable)**	**Landing**	**Long Mynd**	**16/02/2014**	**201403172**

UK Reportable Accident: Aircraft landed gear up. Damage to winch hook mounting. One POB, no injuries reported. Subject to BGA investigation.

PZL BIELSKO SZD51	**UNKNOWN**	**Off-field landing**	**Wycombe Air Park**	**11/01/2014**	**201400413**

UK Reportable Accident: On final approach aircraft landed in a car park. One POB minor injuries. Investigation delegated to BGA.

SLINGSBY (T61F)	**OTHER (Rollason RS Mk2 (Hoffmann HO11-150B-70L))**	**En-route**	**EGSS (STN): London/Stansted**	**09/03/2014**	**201402848**

Infringement of the Stansted TMZ1 (Class G) by a Slingsby T61.
I was controlling as Stansted INT/FIN bandboxed when I observed a magenta contact enter TMZ1 heading in a north-easterly direction. It was a very faint contact and initially I thought it was a spurious/weather as we had had a numerous number of similar contacts throughout the morning. However the contact started to change direction and I took action assuming an unknown aircraft. Two B737s were given delaying action to avoid the contact, however I did not achieve 5nm or 5000'. The unknown aircraft then headed southeast and flew directly overhead Wethersfield at low level where there was gliding activity. Wethersfield saw the aircraft and identified it as a Slingsby and phoned GS airports to advise them.
Supplementary 13/03/14: The pilot believes that he misidentified Haverhill for Sudbury. Appropriate remedial action is being taken.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 March 2014 and 31March 2014

ABBREVIATIONS

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

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