



OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 April 2014 and 30 April 2014

FIXED WING AIRCRAFT

AVIONS ROBIN DR400	LYCOMING 235 FAMILY	Emergency landing or off- runway landing	Ross-on-Wye	15/04/2014	201404590
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UK Reportable Accident: Forced landing in field due to engine problem. Three POB no injuries. Aircraft damaged. Subject to AAIB AARF investigation.

AVIONS ROBIN DR400	LYCOMING 235 FAMILY	Landing roll - off runway	LEBG : Burgos	27/03/2014	201405179
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Serious Incident: Aircraft landed on a taxiway. No damage or injuries reported. Subject to Foreign Authority investigation.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Intermediate approach	EGAA (BFS): Belfast/Aldergrove	21/03/2014	201403343
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Altitude excursion. Standard separation maintained.

Beech 200 was cleared to descend to 3000 feet but actually descended to 2600 feet while on the ILS localiser when 18 miles from touchdown. I instructed the aircraft to climb to 3000 feet and the aircraft immediately did so.

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	Normal descent	EGLF (FAB): Farnborough civil	07/04/2014	201404231
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Incorrect radar code callsign. A Farnborough inbound BE200 showed as an Oxford inbound aircraft. Standard separation maintained. BE200 inbound to Farnborough showed as a different aircraft inbound to Oxford on radar. On initial contact with the BE200 I obviously couldn't locate the inbound which caused confusion and a potential safety issue with another aircraft at 4400' (the BE200 was descending to 5000').

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Approach	LFPB (LBG): Paris Le Bourget	29/03/2014	201404396
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Green laser attack.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	En-route	EGSS (STN): London/Stansted	17/04/2014	201404705
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Infringement of the Stansted CTR (Class D) by a Beech 200. Traffic info given. Standard separation maintained. I was working as the Essex radar controller. At approximately 1810 a primary contact entered the ss zone from near Audley End. I passed traffic information to an A318 which was just establishing on the localiser for runway 22. The contact turned to the west I then noticed a LF code and the LF phone line calling me to let me know that traffic was leaving the zone to the west. I updated the A318 that the contact was leaving zone to the west and confirmed it was happy to continue the approach. The infringing aircraft then left the zone to the west. The infringing aircraft callsign appeared on the radar.

BEECH 33	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Cruise	Danger Area EG D123	14/04/2014	201404552
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Infringement of active Danger Area EG D125 (Larkhill) by a BE33 squawking 7000. A 7000 squawk was observed transiting from the area of Burbage, Wiltshire. south of Upavon where it was observed entering EGD 125 which was notified as active to 30,000ft amsl with live firing serials. The aircraft made no attempt to contact the controlling authority at any time during the transit so the 7000 return was followed on SSR and observed landing at Compton Abbas. The aerodrome was contacted and aircraft information sought, and a request for the pilot to contact this office was made. On speaking to the pilot, A/C details were confirmed and when asked why he infringed a live artillery range the pilot answered he had 'not seen the danger area' but had seen the gliders from Upavon so routed south to avoid en route to Compton Abbas.

BEECH 90	UNKNOWN	En-route	Not specified	21/04/2014	201404909
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Altitude deviation. Aircraft climbed above cleared flight levels of FL100 and FL120. I climbed aircraft to fl100 and he went up to 104 I asked him if he had set the standard pressure and he said he was showing 102 because by this point he was going back down. I then climbed him to fl120 and he went up to 126, I questioned him again and he explained the problem. The coordinator rang and informed the next sector. Aircraft had a faulty autopilot altitude capture function. Altitude was set and armed and aircraft over shot both times, arrested manually on each occasion. The rest of the flight was performed without incident flying manually. Appropriate remedial action taken, fault with the autopilot altitude capture fixed.

BEECH 90	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Standing	EGJB (GCI): Guernsey, Channel Is.	18/03/2014	201403342
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Suspected fuel contamination. We have been contacted of the possibility that contaminated fuel has been uplifted to an aircraft. On receipt of notification we have taken immediate action and grounded the aircraft until full fuel tank inspection and analysis can be carried out. This is planned by our engineers. Fuel treatment and filter replacement (as required by contamination levels) will be carried out I.A.W. AMM ATA 12-10-00-201 prior to release back to service. The aircraft left after refuelling and has flown a further 5 sectors. The aircraft has uplifted an additional 3,357 Lbs of fuel. No reported defects or abnormal observations were reported by the crew. Our Ops department have spoken with the fuelling agents and it cannot be established if the fuel has microorganism contaminates or if the test procedure had not been carried out correctly. We have requested a full report from the fuelling agents on completion. Route cause analysis required to determine why it has taken 6 days to notify operator of possible contamination.

BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Cruise	En route	02/03/2014	201402533
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PAN declared due to sudden, severe turbulence encounter causing dramatic pitch and roll. Aircraft climbed approx 600ft. The aircraft was level in the cruise at 2000ft QNH. It was night time with an occluded weather front between destinations. The aircraft suddenly encountered severe turbulence, pitched and rolled dramatically and climbed about 600ft. A PAN call was put out to alert ATC that the aircraft was not maintaining level flight. The pilot eventually decided that a good course of action was to execute a 180deg turn to exit the severe weather. ATC were told (not requested) of the pilot's intentions. After a brief discussion with the controller, the pilot was advised that the heading with the least weather showing on radar was 120 degrees. This was a good heading to intercept the ILS onto Runway 09. The turbulence reduced to normal before the pilot commenced the ILS. The pilot was cleared to descend to 1600 feet and was cleared for the ILS. The pilot was fully visual with the airfield at about 700 feet AAL and landed on a wet runway. The autopilot was engaged throughout the severe turbulence event and made a good job of holding the wings level. At one point a message appeared stating 'Cross Check Attitude' on the main AI. The three artificial horizons were all in rough agreement. At one stage during the event the aircraft was in a 10 degree nose down attitude with 20 inches of MAP climbing with increasing airspeed to about 160 knots. Defect entered into aircraft tech log.

Supplementary 03/03/14:

At about 1840 the assistant received a phone call from the captain of the flight stating that he would be filing a report after declaring a PAN on a recent flight. I was operational as the approach controller but advised that I had not heard any PAN call. During the incident there was a fair amount of weather around but the weather radar was not selected as it completely obscured the aircraft returns underneath it. This was due to an issue on the operational position which had been advised to TELS. An early request had been made by the TRIs asking if we were considering a runway change to 27 as at 2000ft there was a considerable westerly element to the wind, at the surface, however the wind was 160/15-20 and the pilot was informed of this and agreed that the direction favoured 09. There followed a couple of transmissions to and from another a/c on frequency before a call from the aircraft advised that he was unable to maintain altitude due to severe turbulence, which I acknowledged. I then switched on the weather radar and confirmed that there was a lot of weather all around his position. I then advised him of the quickest way to clear the worst of the weather as far as I could see, which the aircraft followed. As he cleared the weather the captain reported that flight conditions were returning to a more normal condition. I subsequently descended the aircraft to 1600 ft and cleared him for the ILS as his heading was good to close, albeit at a closer range than normal. The pilot then reported established but slightly high on the glide path. I asked him if he was happy to continue, which he was, and attempted to transfer him to the tower frequency which he declared he was unable to do. I therefore obtained landing clearance from the tower and passed it to the aircraft which landed safely and transferred to the tower frequency once on the ground.

BRITTEN NORMAN BN2B	LYCOMING 540 FAMILY	Landing roll - off runway	John A Osborne, Montserrat	20/03/2014	201404334
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Aircraft overflew most of runway landing a few feet in front of PAPIs, screeching tyres were heard.

Loud braking noises were heard as the pilot applied brakes. The aircraft slowed down and the pilot was given taxi instructions. There was no report from the pilot about any conditions present that would cause him to land so far down the runway.

CESSNA 152	LYCOMING 235 FAMILY	Cruise	EGGW (LTN): London/Luton	21/03/2014	201403400
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Infringement of the Luton CTR (Class D) by a C152 at 3100ft. Standard separation maintained.

A 7000 west of GW by 11 miles climbed to 3100 into the CTR without clearance. I put a check all on in case it turned back for GW, nothing was affected. CAIT activated and gave the callsign, it continued northbound and I tracked it into TC. I spoke to TC and they confirmed they were talking to him and it was a C152 out of EGLD into themselves.

CESSNA 152	CONTINENTAL (TELEDYNE) USA Other	Cruise	EGPH (EDI): Edinburgh	27/03/2014	201403708
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Infringement of the Edinburgh CTA (Class D) by an aircraft squawking 'FIR lost'. Aircraft identified as a C152. Adverse Wx conditions involved. Appropriate ATC action taken.

While working as the radar controller I noticed a lost aircraft squawk (0030) enter the zone to the North without contact at 1347. Coordination with the tower was effected to stop departures and search action was initiated. The aircraft was working FIR who passed the details as a C152 that had transited the Edinburgh zone earlier (South to North) but had subsequently left my frequency. Once the aircraft was transferred to me, it quickly became apparent that the pilot had at best intermittent contact with the surface due to rapidly deteriorating weather conditions. General advice was given for the pilot to avoid high ground marked on the ATCSMAC to the North. Eventually I managed to get the pilot established Southbound with the intention of routing him South then Westbound towards their intended destination. This would keep terrain issue to a minimum as assist with the pilots navigation however while Southbound, a Southern IFR inbound aircraft suffered a lightning strike while working the TLA sector which set off the aircraft's ELT. On contact with me, this pilot reported the flight to be normal but was having trouble hearing me on the frequency. I therefore called for Radar 2 support and C152 was transferred to the FIN controller who handled the flight Westbound.

Supplementary 09/04/14:

When I had taken off from Cumbernauld the weather was good but as soon as I had turned from the Edinburgh Forth Road Bridge towards Newburgh, the weather was not looking great so I had to descend from 1,900ft to 900ft for visual contact. I could not fly further due to so much rain, wind and cloud. I then turned back from Balado/Loch Leven towards Edinburgh as I was surrounded by high terrain so Scottish Information 119.875 told me to get back with Edinburgh CTR, I then did and got back safely at Cumbernauld. The METAR and TAF was looking great but just a sudden weather change happened.

CESSNA 152	UNKNOWN	Unknown	EGGW (LTN): London/Luton	26/03/2014	201404040
<p>Infringement of the Luton CTR (Class D) by A C152 at 1100ft. Traffic info given. Standard separation maintained. I was on duty as the Luton INT controller vectoring traffic for runway 08. At approximately 1723 a 7000 squawk was observed to enter the control zone west of Dunstable Downs on a northerly track indication 1,100 feet. An A319, established on the ILS at 4,000 feet was advised of the infringing traffic. The A319 reported having the traffic in sight, identified it as a Cessna 152 and requested to continue the approach. The 7000 squawk departed the zone at 1725, continued north and was last observed 4 NM south west of Cranfield.</p>					
CESSNA 152	LYCOMING 235 FAMILY	En-route	EGBW : Wellesbourne mountford	08/04/2014	201404209
<p>Infringement of the Birmingham CTA (Class D) by a C152 squawking 7000 at 6500ft. Inbound aircraft were given delayed vectoring. I was vectoring several aircraft for RWY33 when I saw an AIW alarm in the stub NW of EGBW at 6500ft. It was a 7000 sqwk without mode S. I called several times to no avail, EGBE called to inform me that it was not known to them. Radar2 called EGBW to see if they were working the traffic, it was unknown to them. Radar2 tracked the traffic to approx 10nm NW of EGBJ. He identified the traffic to them and asked them to confirm the identity post landing. The pilot thought that he was much farther west than his position and was above cloud, when he got ground contact he descended to 5000ft and left the zone on a westerly track. The pilot confirmed that he was flying on Qnh 1017 and the altitude was correct. I delayed 1 aircraft downwind and delayed vectoring inbound EMB170 for an RNAV approach from the SE.</p>					
CESSNA 152	LYCOMING 235 FAMILY	En-route	EGBB (BHX): Birmingham	11/04/2014	201404411
<p>Infringement of the Birmingham CTA (Class D) by a C152 squawking 1177 with no Mode C. Check all imposed. Standard separation maintained. I was controlling on RAD 1 with RW33 in use. I was working JS32 who had left Chase from the north at FL90 when I observed a FIS (1177) squawk with no mode C east of the Warwick VRP approaching the CTR from the south tracking 330deg but believed it would be speaking to London information. As the ac continued I became uneasy and called London Information but they were unable to identify it. I turned the JS32 heading 240 and imposed a Check All whilst also coordinating with PC to cancel silent handovers and coordinate that the next inbound, DHC8, would hold at Chase FL100. Neither Wellesbourne nor Coventry could identify the ac. I opened RAD2 and handed over DHC8. The ac infringed CAS continuing towards Birmingham, I released fltnum3AE on a COWLY departure and coordinated a route and climb with TC to maintain clear of the unknown ac. I vectored JS32 to the west and then south of the ac positioning for an approach once the ac had vacated CAS whilst RAD2 vectored DHC8 east of the airfield then south to complete his approach. The ac continued towards Birmingham until it was approximately 4nm sw before it turned and slowly tracked nw before leaving CAS and landing at EGBO. DHC8 from EGBB and fltnum251V from EGBE were also delayed on the ground. Once the ac landed, it was identified as C152 and the pilot and his instructor were asked to call the WM.</p>					
CESSNA 152	LYCOMING 235 FAMILY	En-route	EGCB : Manchester/Barton	12/04/2014	201404429
<p>Infringement of the Manchester CTA (Class D) by a C152 indicating 2600ft. An unknown aircraft entered controlled airspace NW EGCB indicating 2600ft. FIN coordinated with EGCB and ascertained that the aircraft was C152. FIN requested EGCB to tell the pilot to descend. The pilot believed his level was 1800ft. The pilot was requested to telephone the WM. His altimeter had indicated 1800ft.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Landing roll - on runway	EGNY : Beverly (Linley Hill)	11/04/2014	201404634
<p>UK Reportable Accident: Hard landing. Nosewheel and propeller damaged. One POB no injuries. Subject to AAIB AARF investigation.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Taxi from runway	EGPC (WIC): Wick	28/04/2014	201405221
<p>Aircraft struck ISO container during parking. An inbound aircraft landed and was instructed to taxi to the apron. The aircraft was given specific taxi instructions to park next to the Orange AFS EWS1 Iso container as the rest of the apron was in use. The pilot reported he was visual with the iso container and parking spot. During a 180 degree turn to park, the aircrafts port wing was observed to strike the bright orange iso container. The aircraft then lurched towards the container and stopped. An Aircraft Ground Incident was initiated and crash alarm sounded. The AFS manned and proceeded to the Aircraft arriving on scene. Prior to the AFS arriving, the Pilot was instructed to shutdown the aircraft and vacate if possible. He was observed to do so, therefore the external emergency services were not called for. This was confirmed with the Fire Chief. Incident stop called.</p>					
CESSNA 172	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Normal descent	EGFF (CWL): Cardiff	19/03/2014	201404026
<p>Blue laser attack.</p>					

CESSNA 172	LYCOMING 320 FAMILY	Climb to cruising level or altitude	Culcheth	11/03/2014	201403528
Infringement of the Manchester CTR (Class D) by an unknown aircraft, observed to climb to 1800ft in the confines of the LLR. Aircraft identified via Barton as a C172. Standard separation maintained.					
CESSNA 172	UNKNOWN	Normal descent	EGAC (BHD): Belfast/City	07/04/2014	201404176
Failure of PSR and SSR coverage. Aircraft departs from destination and requests radar vectors for LLZ/DME approach for R/W22. No other IFR traffic was on frequency to affect. Aircraft was told to squawk 4251 and was given a tactical heading and climb to 3A to affect his approach. PSR and SSR did not pick this aircraft return for at least 9 miles causing controller considerable extra R/T workload in determining this a/c position and level and to check if the a/c transponder was on. PSR and SSR eventually picked up the joint return of this a/c 15nm ENE of EGAC with Mode C indicating 3A. At this point was able to advise pilot he was identified and then carried out my duties to vector the a/c for his ILS training approach. This area of CAS is constantly used to descend IFR to 3A for vectoring for R/W22.					
CESSNA 172	LYCOMING 360 FAMILY	En-route	EGPD (ABZ): Aberdeen/Dyce	08/04/2014	201404210
Infringement of the Aberdeen CTR (Class D) by a C172 at 2400ft. Standard separation maintained. C172 was southbound on the Stonehaven lane when I took over as mentor on the INT position. He was cleared southbound, offshore not above 1000'. On leaving controlled airspace (the Aberdeen CTZ) the pilot was informed and was given a Basic service. A few minutes later I realised that the aircraft had climbed back into controlled airspace (the Aberdeen CTA) and was at approximately 2400'. We asked the pilot to descend to 2000' and he left controlled airspace without any further problem.					
CESSNA 172	CONTINENTAL (TELEDYNE) USA 300 FAMILY	Final approach	EGCB : Manchester/Barton	09/04/2014	201404275
Runway incursion. C172 landed whilst preceding aircraft was still on the runway. Aircraft reported final with one aircraft ahead, advised that runway was occupied with landing traffic. Aircraft then continued approach whilst PA28 ahead was on short final, FISO advised again that runway was still occupied. PA28 was completing its landing roll, pilot advised that he was 'landing'. Aircraft landed whilst PA28 was still on the runway. Unofficial Weather EGCB 091430Z 29013KT 9999 BKN030 13/07 Q1023.					
CESSNA 172	LYCOMING 320 FAMILY	En-route	EGPF (GLA): Glasgow	18/04/2014	201404720
Infringement of the Glasgow CTR (Class D) by a C172. Standard separation maintained. I was conducting OJTI with a Radar trainee, during a very busy session, when a C172 reported north of Balfron wishing to transfer to FIR. Having transferred the C172 to FIR, an FIR squawk was observed routeing outside the North-eastern edge of the zone. FIN called FIR and identified the contact as the C172. Just before the Carron Valley Reservoir, the contact appeared to cut the corner and turn east of the Carron Valley Reservoir towards Cumbernauld.					
CESSNA 172	CONTINENTAL (TELEDYNE) USA 360 FAMILY	Maintaining position	EGCB : Manchester/Barton	19/04/2014	201404752
Runway incursion by an aircraft. Aircraft instructed to taxi to holding point B3 where power checks were carried out. Duty FISO then noticed aircraft crossing Runway 09R threshold to line up on Runway 09L. Aircraft instructed to hold position and advised that he hadn't been told to enter the runway for which he apologised. Aircraft then asked to report lined up on 09L and subsequently discretioned for take-off.					
CESSNA 172	LYCOMING 320 FAMILY	Approach	EGMC (SEN): Southend	16/04/2014	201405044
Green laser attack.					
CESSNA 172	LYCOMING 320 FAMILY	En-route	EGTR : Elstree	13/04/2014	201405088
Green laser attack.					

CESSNA 177	LYCOMING 360 FAMILY	Taxi to runway	EGBP : KEMBLE	08/04/2014	201404225
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Runway incursion by an aircraft.

Following taxi instructions, Pilot completed pre-flight checks at A1 hold and without further instructions entered the live runway at the 26 threshold whereby causing an incursion.

CESSNA 182	LYCOMING 540 FAMILY	Landing roll - on runway	EGTK (OXF): Oxford/Kidlington	13/04/2014	201404475
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Runway excursion after landing followed by propeller strike on the grass.

Aircraft on final approach was cleared to land RWY 01R, after touchdown was observed to depart the RWY to the west and was seen to come back onto the RWY. The pilot did not report or offer this information until questioned by myself. He then admitted leaving the RWY. RWY inspection then carried out by RFFS. Several pieces of debris were found at the scene. RFFS confirmed that they were from the aircraft nose wheel. Pilot confirmed to RFFS that he also had a prop strike when on the grass. Aircraft taxied to its hangar parking space. Pilot informed that we were filing an incident report. Weather at the time was being reported as: 280/08, 9999, Few 041, +15, + 6 1020.

CESSNA 185	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Landing roll	Bentwaters	05/04/2014	201404528
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UK Reportable Accident: Aircraft cart wheeled after wing tip struck runway causing aircraft to invert. Two POB, no injuries reported. Substantial damage reported. Subject to AAIB AARF investigation.

CESSNA 404	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Manoeuvring: Other	Overhead Aylesbury Area	16/03/2014	201404206
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Green laser attack.

CESSNA 404	CONTINENTAL (TELEDYNE) USA 520 FAMILY	En-route	Overhead Huddersfield	11/04/2014	201404576
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Sustained green laser attack.

CESSNA 421	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Normal descent	OCK	25/03/2014	201403716
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Fluctuating Mode C readout.

Aircraft checked in on frequency descending to FL160. I co-ordinated descent to FL140 - after giving this instruction I noticed that the Mode C showed FL163 then jumped up to FL171. It did this a few times and I queried with her what her level was as the aircraft was getting nearer to the stack and inbound traffic that would be affected if the Mode C was misreading. She confirmed the level but it happened again west of OCK at a different level in the descent. My WILLO controller vectored the other aircraft out of the way and we provided a 'heads-up' to Solent radar. Nearly every transmission was said again at the request of the aircraft and it did not seem to be flying the correct track to PEPIS when given the routing (appeared to be a couple of miles north of track).

CESSNA 510	PRATT & WHITNEY (CANADA) Other	Initial climb	LSGG (GVA): Geneve/Cointrin	02/02/2014	201402013
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Aircraft with autopilot engaged turned in the wrong direction on SID departure.

We were cleared from runway 05 on the DEPUL 2T (climb on R-045, when passing 5000ft but not before D8 turn left) At D8 and in NAV mode the aircraft commenced a right turn instead of left. This was queried by both crew and heading mode was selected. A call was made to ATC departure who then advised us to continue on the right turn.

CESSNA 525	UNKNOWN	Cruise	61 00N/030 00W	19/04/2014	201404761
<p>Infringement of Airway (Class A) by a C525 at FL430. Standard separation maintained. C525 entered Shanwick airspace without clearance as part of a navigational error. Flight had filed 61/40 63/30 Embla. Gander passed provisional details on flight earlier to check for potential traffic, 40w EST c1614. I received a CLR from Reykjavik on the flights next leg, BIRK to EDWI. I called Reykjavik to confirm if the flight was inbound or outbound from BIRK due to times on CLR. They advised still inbound to BIRK, however flight had crossed 61/30, not 63/30. And they were checking further. No calls were received from Gander or Reykjavik to advise of the flight being off route. A further call to Reykjavik, they advised flight had entered the wrong coords into FMC.</p>					
CESSNA 560	UNKNOWN	Normal descent	Overhead Great Malvern	22/03/2014	201404204
<p>Green laser attack.</p>					
CESSNA F406	PRATT & WHITNEY (CANADA) PT-6 FAMILY	En-route	EGLC London City	17/03/2014	201404146
<p>Green laser attack.</p>					
CFM STREAK SHADOW	BOMBARDIER ROTAX 582	Cruise	EGMD (LYX): Lydd	30/04/2014	201403887
<p>MAYDAY declared and forced landing carried out due to engine failure. Shortly after departure, pilot called "MAYDAY engine failure". It was approx 2nm West of the airfield. The pilot was able to glide towards the field and was offered a left base join 03 or to land on Apron Bravo. Unable to reach either, the pilot landed safely in a field approx 1nm west of the airfield. The pilot reported that he had not sustained any injury and the aircraft was not damaged. He also admitted that the reason for reduced power was pilot error because a "plug was out". The aircraft subsequently departed from the field and was given a left base join RWY03. On left base, the pilot reported that the aircraft was handling normally and that he would set course for his original destination. During the incident, a home-based aircraft which was airborne shortly after this one gave assistance by locating the aircraft and by watching him land in the field. He later set course for his destination.</p>					
CFM STREAK SHADOW	BOMBARDIER ROTAX	Initial climb	EGNW : Wickenby	18/04/2014	201405132
<p>MAYDAY declared and forced landing made in a field due to engine failure on take-off. The Pilot had been flying locally for approximately 45minutes. On return to the airfield he wanted to complete 3 landings/circuits. On the third circuit he was climbing out when at approximately 300 feet overhead the upwind threshold of the runway the engine lost power, he then proceeded to lower the nose checked the throttle was fully open and exercised the throttle in case he could clear any obstruction. This had no effect and so he selected a field ahead, placed a 'mayday' call over the radio and landed ahead uneventfully. He then made the aircraft safe, notified the airfield as soon as he could that he was ok and waited for recovery. The aircraft was recovered to its hangar. IER arrived to aircraft within a couple of minutes, land owner was notified and aircraft recovered by foot back to airfield.</p>					
CIRRUS SR20	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Climb to cruising level or altitude	EGPH (EDI): Edinburgh	11/03/2014	201402940
<p>Altitude deviation. Aircraft climbed above cleared altitude of 3000ft and was observed with Mode C reaching 3300ft. Standard separation maintained. Aircraft departed on a VFR clearance NAB 3000ft to leave CTR via West Linton VRP. On first contact, I instructed the aircraft to squawk 0443 (it was displaying 7000) and to report the level (Mode C indicated passing approx A015). The level was validated and the aircraft positively identified. The aircraft continued to climb. As it was following a track different to what I would have expected I was monitoring the aircraft closely. I noticed the Mode C readout at A031, then A032 and finally A033. As soon as the Mode C reached A033 I informed the aircraft "cleared level is altitude 3000ft, check your level", to which the pilot replied "2750ft". I replied "indicating altitude 3300ft, check QNH 1035". The pilot only responded with "roger". The Mode C stabilised at A033 and the slowly reduced to stay between A031 or A032. As I wasn't convinced that this was a transponder failure and suspected a pressure setting error (difference between 1013 and 1035 is approx 700ft) I did not ask the pilot to switch Mode C off. After the aircraft left CAS the pilot asked to change frequency. At that time the aircraft was indicating A033. I requested that they stay with me due to the transponder problem (I wanted to avoid them inadvertently climbing back into CAS whilst on another frequency) and that they were still indicating 3300ft. The pilot then asked "are we okay to maintain 3300ft?" which I confirmed, but the request suggested to me that the cockpit was also indicating 3300ft now. Aircraft later requested climb to FL55, which I approved. Shortly afterwards I transferred the aircraft to Scottish FIR. I noted that the Mode C readout at FL55 was accurate and consistent, which leads me to suspect a level bust due to an altimeter setting error. No other aircraft were in the vicinity and there were no terrain proximity issues.</p>					

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Normal descent	EGDY (YEO): Yeovilton	12/03/2014	201403052
<p>Military ATC expressed concerns regarding a pilot's PAR approach to R/W04. As the Talkdown Controller during the incident, I took control of the aircraft involved at 7.5 nm, level at 2000ft QFE. During the approach the aircraft appeared to be slow in taking turns, and within 2 miles began to make erratic course alterations. On being told 'Approaching Decision Height' the aircraft climbed and made a large turn to the right. Upon losing radar contact I asked the pilot if he was visual, as it appeared he had broken off the approach. The pilot was not clear in passing his intentions or whether he was visual with the runway, and I only established that he had landed upon being told by the Clearance Number that he was on Towers frequency. Supervisors narrative: As the radar supervisor, I observed the final stages of a PAR approach after the controller reported the ac on talkdown was slow to respond to instructions. A positive clearance to land RW04RH had been issued to the ac, who, on passing decision height, made a significant turn to the right without instruction. I instructed the PAR controller to ascertain the intentions of the ac and immediately called to inform the DATCO that the ac had not been cleared to conduct such a turn. I was then informed that the ac had turned back onto RW heading and landed without incident. As this was not an authorised procedure nor the correct actions in the event of ac not being visual/able to continue the approach at decision height, I instructed the pilot to contact ATC immediately after ac shutdown in order to explain his actions and debrief him on the possible implications of such an unauthorised manoeuvre.</p>					
COMMANDER 114	LYCOMING 540 FAMILY	Landing roll - off runway	EGJB (GCI): Guernsey, Channel Is.	19/04/2014	201404840
<p>Runway excursion due to LH rudder failure. On landing roll aircraft was observed to slew off to the left and run off of the runway coming to a stop on the grass N f the runway edge approx abeam the midpoint. RFFS alarms activated and initially aircraft accid.land. declared. Pilot told ATC aircraft had run off and was instructed to hold position and that RFFS were attending. POB and dangerous goods info was also obtained. After 4 mins of RFFS being alerted the declared accident was downgraded to an aircraft ground incident. Pilot reported to RFFS that no left rudder caused excursion. Permission granted from bailiff and AAIB to move the aircraft. Tug was sent out with engineer who confirmed no damage to aircraft. A full inspection of the aircraft scheduled. Official info at time of excursion gave runway state as WET, Ops later confirmed the runway as damp with some dry patches. Supplementary: ATIS stated 070/16kts v 040-100. Final to runway 09 flown at 85kts and descending with the PAPI two whites two reds. I recall the wind speed given by the tower as 070 13kts which appeared to be confirmed by the wind socks. On flaring I "kicked" the aircraft straight. The touchdown of the wing wheels was smooth, however when the nose wheel contacted the surface it veered to the right. I applied left pedal to correct the direction of travel. The aircraft turned left and at this stage I applied hard right pedal to turn away from the runway boundary and there was no response. The aircraft exited the runway at low speed and I initially thought the port tyre had deflated. The aircraft came to a standstill approximately 5 metres from the runway boundary, there were no injuries to the two POB's or damage to the aircraft and the fire and rescue services were in attendance. The aircraft has been fully inspected by a maintenance organisation and no problems found. Therefore I conclude that on landing the wind veered to 100 degrees pushing the aircraft to the left and causing loss of control. With the benefit of hindsight I should have applied gentle braking to the starboard wheel in order to steer the aircraft in order to remain on the runway.</p>					
CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX 912	Unknown	Colyton, Devon	18/04/2014	201404722
<p>UK Reportable Accident: Aircraft crashed after reportedly hitting trees. Aircraft destroyed, Two POB, one fatally injured, one seriously injured. Subject to AAIB Field investigation.</p>					
CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX 912	Landing	Mayfield, Ormskirk	18/04/2014	201405248
<p>UK Reportable Accident: Aircraft caught by a gust of wind during landing roll, flipping it over. One POB, no injuries reported. Damage to wing and pod. Subject to AAIB AARF investigation.</p>					
DE HAVILLAND DH82	BRISTOL GIPSY MAJOR	Rejected take- off	EGSU : Duxford	29/03/2014	201403765
<p>Rejected take-off due to rough running engine. Start up, engine run up were normal with oil pressure and mag drop within limits. During the initial part of the take-off run the engine developed full power, shortly after lift off the power reduced to approx 1800rpm and the engine began to run rough with a significant loss of power for approx 1 second. The throttle was closed and aircraft landed on remaining runway.</p>					

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Unknown	Blandford	04/04/2014	201404320
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UK AIRPROX 2014/036 - DA42 and a PA28 at 1400ft approx 2nm West of Blandford.

DORNIER (Do 28G-2)	UNKNOWN	Normal descent	EGTK (OXF): Oxford/Kidlington	02/04/2014	201403908
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Infringement of the Oxford ATZ (Class G) by a Do28.
Whilst acting as the Oxford Radar controller, I observed a 0033 squawk that had been operating in D129 (Weston on the Green) leave the danger area and descend to the south west toward Oxford Airport. I identified the aircraft using the Mode S aircraft identification feature and I attempted to contact the aircraft on the Oxford radar frequency but received no response. As the aircraft entered the Oxford ATZ passing 900ft on Mode C, I alerted the tower controller who made a generic broadcast to the aircraft on her frequency. Aircraft entered the ATZ and then commenced a turn back toward D129 showing 600ft on Mode C. Aircraft left the ATZ and appeared to land at Weston on the Green. Although there was no direct conflict at the time of the infringement, aircraft flew directly through the crosswind to early downwind of the visual circuit against the established traffic pattern for rwy 01RH. The pilot made no contact with Oxford ATSU before entering the ATZ, and there was no answer on the published phone number for the Weston on the Green drop zone.

EUROPA	BOMBARDIER ROTAX 912	Cruise	Branscombe	19/04/2014	201404875
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UK Reportable Accident: Aircraft landed in field beyond boundary. Damage to propeller, landing gear and fuselage. Two POB, no injuries reported. Subject to AAIB AARF investigation.

FLIGHT DESIGN (CTSW)	BOMBARDIER ROTAX 912	Approach	Damyns Hall	28/03/2014	201403894
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UK AIRPROX 2014/030 - CTSW and a Tecnam, 8nm North of Damyns Hall in Class G airspace. CTSW initiated an avoiding action climb.

FLIGHT DESIGN (CTSW)	BOMBARDIER ROTAX 912	Maintaining position	EGCB : Manchester/Barton	05/04/2014	201404068
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Runway incursion by an aircraft.
Aircraft called for taxi addressing the station as "Barton Radio". FISO replied and corrected pilot to "Barton Information" and issued a taxi instruction to holding point A3. Aircraft read back the holding back and started to taxi. Upon reaching A1 the pilot checked which holding point he was cleared to and was reminded it was A3 which he read back. Upon reaching A3, the pilot stopped and was stationary for around 90 seconds. Without any further radio contact with the FISO the aircraft taxied beyond the A3 hold and entered the safeguarding area of runway 27L. The aircraft was asked to hold position and whether he was ready for departure. The aircraft was subsequently discretionary for take-off and departed off runway 27L. There was no conflict with any traffic and there was no traffic on final at the time. Aircraft's intended destination was contacted and asked if they could get the pilot to call us once he'd arrived which he did. He was advised of the incident and educated to what a FIS gives him.

FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX	Cruise	EGCC (MAN): Manchester/Intl	26/03/2014	201403613
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Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7366, resulting in loss of separation with an A321 in descent. Aircraft identified as an Ikarus C42. Traffic info given.
Whilst awaiting traffic from Approach South (APS) I was monitoring traffic in the Manchester Low Level Route (LLR). An aircraft squawking 7366 with Mode C was noted southbound having appeared to have departed Barton. Using Mode S data I ascertained that this aircraft was an Ikarus C42. The aircraft was tracking slightly east of south and, whilst within the LLR was consistently heading toward the eastern limit of the LLR. APS transferred an A321 to me and I descended the aircraft, which was heading, from memory, 290. I pointed the Ikarus C42 out to APS and asked him to call the aircraft to ensure it did not infringe the zone, which APS did, using the aircraft callsign. Whilst this contact and subsequent identification process was being achieved, I advised the A321 of the situation and that I would be vectoring him around the other traffic. The Ikarus C42 did experience some difficulty in selecting the squawk assigned by APS and, although I was satisfied that identification was valid, notably from the Mode S data, I continued to maintain lateral separation between the A321 and the Ikarus C42, although this was less than 5nm. My alternative would have been to either enter the Liverpool CTR, which would have involved landline co-ordination using a line which had not been answered on a couple of earlier occasions that morning causing me to consider this as a less valid option, or vectoring away from the Ikarus C42, exiting controlled airspace with all the associated risks that presents. As it was, APS achieved identification on the Ikarus C42 and validated the Mode C data, which also turned out of the Manchester CTR, having briefly entered by, perhaps 0.5nm. This enabled me to position the A321 onto the ILS 05L with minimal delay.

FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX	En-route	ROSUN	11/04/2014	201404418
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Infringement of the Manchester TMA (Class A) by an Ikarus C42 squawking 7000 observed climbing from 3600ft to 5500ft. CAIT activated. Traffic info given. Investigation under 201314437.

Aircraft was observed to infringe Controlled Airspace at time 1628, in the vicinity of ROSUN. The aircraft was squawking 7000. Infringement was observed by CAIT and aircraft was identified by mode S. After contacting Manchester was told that they were unable to contact the aircraft and so the aircraft was treated as an unknown infringer. The infringement lasted from 1628 until 1634, during which time the aircraft climbed from A36 to A55 before descending clear. The infringement resulted in the deviation of routes of 3 separate flights. The first aircraft was required to perform a non-standard route into Manchester, turning north then east whilst north of ROSUN. The second, a Hawarden inbound flight required minor deviation to preserve the required separation. The third, an outbound from Leeds required a small turn to ensure the blips did not merge.

FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX 912	Approach	EGBG : Leicester	11/04/2014	201404602
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UK Reportable Accident: Aircraft stalled on approach after engine was shut down due to the throttle sticking open. One POB, no injuries reported. Subject to AAIB AARF investigation.

GROB G115	LYCOMING 360 FAMILY	Intermediate approach	EGYE : Barkston heath	06/02/2014	201401751
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Multiple electrical failure and nosewheel shimmy

The previous sortie flown by this aircraft on the same day had included a QFI check to monitor for correct Amps and Volts. This was post a report that the MAIN CB and GEN CB had tripped off during flight. This was reset as per the GEN fail drills and the LO volt light extinguished. A thorough engineering investigation was undertaken and after the battery was replaced as a precautionary measure the aircraft was released for a flight check. The pilot assessed the aircraft as fully serviceable. The crew on this subsequent sortie also observed nothing unusual. However, during the recovery for a standard join, at range of 3 miles from the airfield, the LO VOLT caption illuminated. Electrical Failure drill carried out IAW FRCs. The GEN CB was observed to have tripped and was reset IAW the drill after one minute. Resetting the GEN CB extinguished the LO VOLT caption. After approximately 5 seconds the LO VOLT caption illuminated again and the GEN CB tripped. No further attempts to reset the GEN CB were made. At this point the aircraft was approaching the Initial Point for the runway in use. As the PTT button was pressed, there was an apparent failure of all electrical services. Services noted to have failed were intercom, COM1, COM2/NAV2, Transponder, EHSI, RPM gauge, Fuel Gauges and both Attitude Indicators as well as the CWP captions. Engine noise and performance remained normal. A Loss of RT join was initiated. During the subsequent circuit to land, the MAIN BUS CB was observed to have tripped. When reset after approximately one minute, electrical services were restored. A brief PAN declared and the aircraft was landed from a flapless approach to minimise the use of electrical services. During the landing roll moderate nose wheel shimmy was experienced. The aircraft was placed unserviceable and details of the incident were recorded in the Tech Log and discussed with the Licensed Aircraft Engineer. L/H & R/H instrument panels removed iaw AMM 31-10 page 2 para 6 and page 8 para 7. Detailed inspection of wiring loom carried out. No indication of chaffing or shorting apparent. Cowlings removed. Detailed inspection of engine bay wiring carried out, no faults apparent. Cowlings refitted. Extended engine ground run carried out iaw AMM 71-00 page 13-25 para 3-7. All electrical services applied. All electrical indications normal. Simulated generator failure carried out. All aircraft services, including press to transmit, operated until battery volts dropped to 20 volts. No CBs tripped. Battery recharged iaw instructions 24-30-71 page 107 para 9 A,B & C. Alternator replaced and removed item sent to MRO for inspection and condition report. Engineering investigation continues to establish root cause of power failure prior to conducting a flight check in VFR conditions.

GROB G115	UNKNOWN	En-route	Tern Hill	12/03/2014	201403249
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Infringement of the Daventry CTA (Class A) by a Grob G115 indicating 5600ft.

I was controlling the LARS position with up to 4 ac on frequency. With Director controlling a couple in the radar pattern under a DS, there was a lot of co-ordination required, not helped by having a comms fail on the Dir position at one point. Grob G115 was operating up to 6000' on Barnsley QNH 1027 between Cosford and Tern Hill and another aircraft to the south of Shawbury. Although I was quite busy co-ordinating, whenever I saw the Grob G115, he was operating outside CAS over the top of Tern Hill. At no point did I see him enter, or advise him he was getting close.

Military ATC Supervisor's Narrative:

I was in the ACR at the time of the incident. At the time my attention was focused on Dir who was controlling an another ac under DS, trying to ensure the correct separation was maintained. After receiving the phone call from Prestwick via the Birmingham Sup, I contacted them and they informed me that as the 7431 squawking ac's Mode C had indicated 056 in the area between Crewe and STAFA. I contacted the pilot of the ac in question, Grob G115 who was carrying out a GH sortie but stated he had been at 5500' on Barnsley QNH 1027, which would have put him in CAS.

GROB G115	LYCOMING 360 FAMILY	Cruise	Woodvale Fillet	29/03/2014	201403740
<p>Infringement of the Manchester TMA (Class A) by an unknown aircraft, squawking 0450 at FL65. Aircraft identified as a Grob G115. Standard separation maintained.</p> <p>Working as IOM/WAL Planner noticed 0450 squawk at FL65 heading south towards active Woodvale fillet, A/C did not turn away but entered causing data block to turn magenta. C/S of Grob G115 appeared on data block as A/C continued south, called Blackpool to ascertain A/C intentions and to get A/C to change to correct squawk of 7375 for operations in the active Woodvale fillet. Blackpool controller informed me she was working tower and approach combined and didn't know who it was. A/C then turned to the North and left.</p>					
GROB G115	LYCOMING 360 FAMILY	Scheduled maintenance	EGUB (BEX): Benson	17/04/2014	201404693
<p>Failure of NLG gas spring strut.</p> <p>During the replacement of an engine and frame an LAE was in process of swapping over the NLG components. On fitment of the NLG Gas Spring Strut iaw the AMM CH 32-20, Page 9, Para 5C, the centre rod sheared during the fitment of the top attachment nut. It was reported that the failure occurred prior to the nut 'bottoming' onto the mating faces. Parts inspected and it is apparent the failure occurred below the mating surface of the top of the gas spring strut and the mating bushing, items 120 and '150 of IPC 32-20, Page 02, Fig 01. Site requested to send photographs, attached, and quarantine the parts. This part is an on-condition item and had the following history prior to failure: Original strut from build, 13,655 landings, 5588.50 flying hours, one heavy landing reported. 1 Yoke and 5 gaiters replaced and 11 shimmy reports over the period. Operator are considering sending the failed gas spring strut for metallurgical examination and await OEM advice. Due to the failure point no visual inspection of the part is considered practical at this time. Further review to be carried out under investigation.</p>					
GROB G115	LYCOMING 360 FAMILY	En-route	BRI	24/03/2014	201403500
<p>Infringement of the Bristol CTA (Class D) by a Grob G115E at FL62. Military ATC were contacted and subsequently turned the aircraft to the South. Standard separation maintained.</p>					
ISAACS FURY	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Landing roll - on runway	EGTE (EXT): Exeter	12/04/2014	201404446
<p>UK Reportable Accident: Aircraft veered off runway and tipped onto nose during landing. One POB, no injuries reported. Aircraft damaged. Subject to AAIB AARF.</p>					
MAULE MX7	LYCOMING 320 FAMILY	Cruise	EGKK (LGW): London/Gatwick	28/04/2014	201405260
<p>Infringement of the Gatwick CTA (Class D) by an unknown aircraft squawking 7000. Aircraft later identified as a Maule MX7. Standard separation maintained.</p> <p>I was working as INT / FIN bandboxed when I noticed, via CAIT, a 7000 squawk infringing the Gatwick CTA. I did a blind transmission, and called Redhill to see if they were working the aircraft. I advised TMA South, as they had an outbound in conflict. I called the Tower and stopped straight ahead departures initially, and then later stopped left turns also. The infringing aircraft then departed to the North. The GS tracked the infringer, who was observed to switch to a Biggin squawk, and the GS was advised by Biggin as a Maule MX7.</p>					
MOONEY M20	UNKNOWN	Taxi to runway	EGPB (LSI): Sumburgh	28/03/2014	201403725
<p>Aircraft crossed lit stop bar at cleared Holding point A.</p> <p>After a Mooney 20 received start clearance for a VFR flight, he request taxi for runway 15. He was instructed to taxi and hold at holding point A via hold K as there was a SF340 on approach for runway 09. He was informed that I had his clearance when he was ready to copy it. When he request the clearance he was instructed to hold at hold A and passed his VFR zone clearance which he read back. I looked out the window to check on the SF340 who was over the 09 threshold and when I looked back the Mooney 20 had crossed the hold A stop bar lights and was doing a 180 degree turn to hold at hold A but on the wrong side of the holding point. Holding point A is a significant distance away from runway 09 and its cleared and graded areas, and although the Mooney 20 had not infringed runway 09 or its cleared and graded areas he had crossed the lit stop bar at holding point A and was holding position on the wrong side of it pointing down runway 15; Mooney 20 was informed he was holding position on the wrong side of the holding point. He then elected to depart rwy15 without a further backtrack.</p>					

OTHER (Sportsruiser)	BOMBARDIER ROTAX	En-route	DAYNE	30/03/2014	201403754
<p>Infringement of the Manchester CTR (Class D) by an aircraft squawking 7000 with Mode C indicating 3400ft. LISTO departures were suspended. Standard separation maintained.</p> <p>A 7000 return was noticed by the approach controllers to be in controlled airspace to the south east of the Manchester CTZ from 1404-1410. The mode C indicated 3400' in an area where the base of controlled airspace is 3000'. The LISTO departures from 05L were suspended until the aircraft left controlled airspace.</p> <p>Supplementary (1) 31/03/14: I was concentrating on avoiding the Danger Areas D314 and D304 which are south of Buxton. The ground here is up to 1800ft above sea level so I was flying at around 3000 ft to ensure adequate clearance in hazy conditions. Unfortunately I crept above this level and unintentionally infringed the controlled airspace in this area which starts at 3000ft. Lack of concentration on my part was the main cause.</p> <p>Supplementary (2) 31/03/14: CAIT was observed a few miles SE of DAYNE at 14:04, Aircraft indicating A33. A call was made to Manchester Approach who were not in communication with the aircraft. Subsequent phone call from approach revealed they were unable to contact pilot. The aircraft turned south and left CAS at approximately 14:08. The aircraft was traced and a message was subsequently passed to the pilot.</p>					

OTHER (MICROLIGHT)	BOMBARDIER ROTAX	En-route	EGCC (MAN): Manchester/Intl	04/04/2014	201404051
<p>Infringement of the Manchester CTR (Class D) by an EV97 at 1000ft. Standard separation maintained.</p> <p>At about 1458 a 7000 squawk was observed to enter the Manchester CTR at about the Thelwall VRP indicating 1000ft via Mode C. This activated AIW on the radar. From the radar the aircraft was believed to be a microlight. There was no response to either blind transmissions using the callsign nor was the aircraft from Barton as a phone call was made. Stafa P called to ask if I was working the aircraft and I advised them that neither myself nor Barton had spoken to the aircraft. Shortly after it was observed that the microlight was descending into Stretton aerodrome, and didn't appear to get airborne again afterwards. WM was informed and advised that an airliner on a desig was already airborne and turning east away from the 7000 squawk.</p> <p>Supplementary 14/04/14 An agreement between Manchester NATS and the strip owner allowing entry into the zone by not more than a mile and no higher than max alt of the LLR without obtaining clearance or communication with ATC when using the westerly runway had lapsed unbeknown to the pilot. The aircraft track flown strictly adhered to this procedure. Aircraft using the strip communicate on safetycom in its vicinity to ensure safe local movements. Unfortunately, this meant that in this case ATC could not make contact. The fault was with myself the pilot who should have made himself aware of the status of the agreement and communicated with ATC before approaching the zone boundary.</p>					

OTHER (PIPISTRELLE)	UNKNOWN	En-route	EGLL (LHR): London/Heathrow	05/04/2014	201404080
<p>Infringement of the London CTR (Class A) by a Pipistrelle at 1000ft. Standard separation maintained.</p> <p>Aircraft entered controlled airspace cutting the north-western corner of the London zone at 1.0A. Heathrow northbound's were stopped at 1454 and restarted at 1457 after the infringing aircraft had left controlled airspace.</p>					

OTHER (Sportsruiser)	BOMBARDIER ROTAX 912	Cruise	EGKK (LGW): London/Gatwick	24/03/2014	201403498
<p>Infringement of the Gatwick CTA (Class D) by a Sportsruiser at 1800ft. Standard separation maintained.</p> <p>Sportsruiser was noticed having climbed into controlled airspace upon activation of CAIT. Aircraft levelled at 1800ft indicated on Mode C where the base is 1500ft. As the aircraft was squawking the KR conspicuity code, I phoned Redhill who were aware of the traffic and advised them of the indicated level of the Sportsruiser, asking them to pass on to the pilot that he must descend. The Mode-C indication then rapidly descended to below 1500ft and the aircraft continued outside controlled airspace. KK TWR were advised by FIN of the situation as they had traffic departing on a DVR SID, but the Sportsruiser had descended outside controlled airspace before any action was required to maintain separation with the departure.</p>					

OTHER (PS-28 Cruiser)	BOMBARDIER ROTAX 912	Scheduled maintenance	EGHA : Compton abbas	08/04/2014	201404221
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Numerous defects and documentation errors. Owner deems aircraft unfit for flying training which is its intended purpose. 66.8 Hrs and only 89 Landings. Right Hand Main (Composite) U/C found with 'small' crack running fore & aft. Declared U/S by certifying Engineer. UK importing agent provided L/H & R/H replacement legs. Foreign T/C holder reported 'failure due to "Heavy Landing" (following an X-Ray examination and sectioning leg); this the operator disputes; as the majority of flights were conducted 'dual' with the Chief Instructor. Follow up, Internet research, showed numerous U/C failures on LAA 'home build aircraft of the same design / construction. From the outset the aircraft has also suffered from numerous "Spurious warnings" of HIGH Fuel pressure; which bring on both a visual & aural warning! (The Factory and Import agent was of the opinion that to cancel and ignore this warning was OK!) This was not considered suitable for "Training" and was therefore limited to 'dual' flight only until a solution. This A/C is fitted with NON approved EMS and EFIS and this was suspect; but no program 'update' allowed. Replacement electrical terminal ends were sent, to rewire a terminal block. (Nil Effect) A Pressure Switch, of a modified type was eventually supplied, The wiring and the cable codes did not agree with any of our manuals, so further delays and confirmation, prior to fitment and sign off; which has rectified problem. The next problem we face is the non-approved propeller; this requires a scheduled maintenance 200 Hr strip, dimensional check of hubs and rebalance. No UK approved component company! How can this task be undertaken and an EASA Form 1 issued? Maintenance organisation has no Current EASA Part 145 or Part M Approvals. Previously traded under a different name (Both 145 & Part M Suspended !) Inspections covered by EASA AML engineer. Main U/C leg should be redesigned (Orientation of 'cloth lay-up' suspect as to cause of 'disbonding') All Maintenance Manuals require better updating. It is the Owners opinion that this aircraft, should not have been issued with a "Restricted Certificate of Airworthiness"; and this aircraft should be downgraded to EASA "Permit to Fly" until T/C holder improves their documentation; Maintenance Manual / Illustrated Parts Manual and Wiring Diagram Manual and that they should 'redesign' the Main U/C legs to prevent the current problems. The aircraft is also NOT suitable for the "Training Role" due also to the Weight and Balance Limitations (Heavy Crew!)

OTHER (Sprint 160)	LYCOMING 320 FAMILY	Take-off	Kirdford	10/04/2014	201404608
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UK Reportable Accident: Aircraft struck fence post on take-off. Two POB. Aircraft tail damaged. Subject to AAIB AARF investigation.

OTHER (Wittman W10 Tailwind)	CONTINENTAL (TELEDYNE) USA 300 FAMILY	Take-off	Barton Ashes	21/04/2014	201404950
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UK Reportable Accident: Loss of control on take-off. Two POB, no injuries reported. Subject to AAIB AARF investigation.

PIAGGIO P149	UNKNOWN	Cruise	EGCC (MAN): Manchester/Intl	19/03/2014	201403434
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Infringement of the Manchester CTR (Class D) by a P149 at 2400ft. Traffic info given. Standard separation maintained. P149 departed EGCB and tracked northbound activating the Airspace Infringement Warning. P149 was observed at 2200altitude and climbing. As the AIW activated I was accepting a release from North P, to which I informed them that I was not working the 7000 and it was unknown traffic. I had on frequency an RJ100 which was heading 085 degrees and approx 6nm east of Mirsi. I had to turn the RJ100 North to maintain separation. Traffic information was passed. I telephoned EGCB to see if they were working the P149. They were and I told them he had infringed the EGCC CTR and was indicating 2400 feet and asked them to make sure he had the correct QNH set and to fly outside controlled airspace. The P149 left the CTR to the north and the RJ100 was turned downwind.

Supplementary 10/04/14:

Climbing out of EGCB the ATC informed me that my undercarriage was still showing down I recycled it and checked the visual indicator Trim was set at climb to compensate for U/C being down I recycled again to check that U/C would now go down, which it did or I would need to declare an emergency and return to EGCB The U/C did extend and then it retracted showing U/C up on the annunciator lights and the visual indicator I informed EGCB that the problem was resolved and continued with the flight. I would appear that this incident was concurrent with the altitude infringement

PIAGGIO P180	UNKNOWN	Taxiing to/from runway	LXGB (GIB): Gibraltar/North Front	26/03/2014	201403631
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Taxiway incursion by two fire defence vehicles.

Approaching aircraft being marshalled and taxiing into stand one when two fire defence services trucks along the MT service road crossed the path of the taxiing in private aircraft causing aircraft to suddenly stop not giving way to the aircraft .

PIPER PA23	LYCOMING 540 FAMILY	Cruise	EGSC (CBG): Cambridge	27/03/2014	201403770
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UK AIRPROX 2014/033 - PA23 and a SB2000, 8nm Northeast of Cambridge in Class G airspace. PA23 had infringed Cambridge ATZ. SB2000 received a TCAS RA and initiated a missed approach. Traffic info given.

PIPER PA28	LYCOMING 360 FAMILY	Climb to cruising level or altitude	EGPN (DND): Dundee (Riverside Park)	03/03/2014	201402546
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Aircraft returned due to reported electrical failure.

Aircraft reported electrical failure downwind after departure and asked for landing. A local standby was called using the Crash Alarm and the RFFS attended. The aircraft landed safely with no further incident. RFFS were stood down.

PIPER PA28	LYCOMING 540 FAMILY	Climb to cruising level or altitude	DTY	19/03/2014	201403278
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Infringement of the Daventry CTA (Class A) by an unknown aircraft squawking 7000, indicating 6000ft. Aircraft identified as a PA28. An airliner in descent was stopped at FL110 and turned left to pass behind the infringer. Standard separation maintained.

Just as I took over the TC Midlands position an aircraft infringed controlled airspace roughly 5nm north of DTY. This was believed to be a PA28 at approximately 5800ft. The previous TC Midlands controller had recently transferred an airliner to Birmingham APC descending to FL90.

Birmingham telephoned, the previous controller answered on the coordinator line, and was informed that they were stopping the descent of the airliner at FL110 in response to the infringing aircraft.

Supplementary 25/03/14:

At the time of the incident I was training a radar trainee. At 1655z I noticed a 7000 squawk enter the DTY CTA northbound indicating 6000ft QNH 1018. Shortly afterwards an airliner was handed over to me by TC passing FL130 descending to FL90. I instructed the trainee to stop the airliner at FL110 and then airliner was turned left to pass behind the unknown aircraft so the contacts did not merge. This action was then co-ordinated with TC. Mode S indicated that the aircraft was a PA28. On leaving CAS the squawk changed to 4550 & was identified by East Midlands.

Supplementary 27/03/14:

I had just completed a turbulent low level flight from Wolverhampton to Turweston (avoiding Birmingham) with my elderly passenger. My passenger suffered this flight poorly. (He was not sick at this point) I had also broken my glasses on this leg. One of the arms had snapped off the glasses. We took off from Turweston on our final leg to Sywell. At low level there was moderate turbulence. I had Sywell on standby on my GNS. I have also a stand by nav/com. The distance to Sywell was 20 miles. The original flight plan was to travel at 3000ft. I had decided not to use any basic/traffic services from any provider because of the short distance. Mode s transponder squawking 7000 Very early on @ 1500ft) my passenger was mildly sick, I had signed off to Turweston by this time. At 2000ft We agreed to abort Sywell and go back to Gamston direct. In the next 1000 ft I had put East Midlands on standby on my GNS. My map was on my lap. My glasses were to hand. (With one arm attached) I had informed my passenger that we would climb a little higher to more smoother air. I knew we were a little far out for East Midlands. (I had thought that if I went higher it would be better.) I tried them anyway and as I keyed the mic, the volume in my ear was 2.5 x normal volume. (Unexplained and uncomfortable). I tried this again with similar results. I was reluctant to press the mic. I eventually resolved the reason for this. (Took about 60 seconds) I had inadvertently pressed the com switch on the audio panel (Com 2), for the reserve nav/com to "ON". This must have been done at low level whilst I was making adjustments on the audio panel. In the moderate turbulence it was difficult to make adjustments, because my hand/fingertips were being yanked around. When I keyed the mic, both com's were transmitting at the same time. The reserve com was at a much higher volume. I decided I would level off at 6000 ft and call East Midlands at this point. I had increased the rate of climb to achieve this asap. I did a quick test on the mic and the volume was OK. Once I was at 6000 ft and everything seemed OK, I eventually contacted East Midlands. I had totally forgotten about Daventry airspace. I just thought that my airspace considerations started at East midlands and planned for a penetration at 6000ft. Even after east midlands had asked if I was IFR or VFR it did not enter my mind. I had briefly looked at the map on route. I don't think I used the glasses! I was distracted to such a level that I lost my focus. I have flown this route many times. There was some complacency I admit. Visibility was very good. My lookout is consistent and regular. I encountered no traffic at this point in the flight to my knowledge. I hope that there were no effects on other traffic. I apologise for this incident. Had I pre-planned for any in flight service, the bust may have been avoided. I should have studied the map before flight. I only gave it a glance (without the glasses), since I planned to fly at low level.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGTK (OXF): Oxford/Kidlington	22/03/2014	201403450
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Infringement of the Oxford ATZ (Class G) by a PA28 at 1800ft. Traffic info given.

I was the TWR/APP controller when I noticed, on the ATM, unknown traffic entering the ATZ to my North West indicating 7000A 018A on SSR. (Aerodrome elevation 270 ft). At the time, a Gulfstream 5, was in the base turn having been cleared for an ILS to RWY 19. There was no other circuit traffic. As the Gulfstream 5 was establishing on the Localiser, I informed the pilot of the Gulfstream 5 of the unknown traffic and the pilot reported TCAS contact. A PA28 was then seen in the overhead transiting North West to South East at approximately 1500 AGL. Mode 3 and C indications on the ATM confirmed it was the previously seen unknown traffic. The PA28 was then visually tracked to the East and then tracked by ATM The PA28's Mode A indication stopped for approximately 5 miles and the aircraft was tracked continually past Chalgrove using Primary Radar before a 5031 Mode A indication was seen coincident with the Primary contact 3 miles North West of Chalgrove. Farnborough LARS North Controller identified the contact.

PIPER PA28	LYCOMING 320 FAMILY	Taxi to runway	EGNH (BLK): Blackpool	23/03/2014	201403465
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Aircraft left manoeuvring area during taxi-out to RW31.

Aircraft left manoeuvring area. I was ADI controller monitoring a trainee. An aircraft was at holding point E2 and reported ready for departure, requesting runway 31. Pilot was instructed to enter runway 28 then backtrack runway 31. The pilot taxied across runway 28 and then proceeded via the "Central Link" which is notified as disused and the surface is unsuitable for taxiing aircraft. I took control and instructed the aircraft to stop and then shut down the engine to remove any further risk of damage. The pilot then pulled the aircraft (following instructions from myself) via the central link on to runway 31 threshold before re-embarking and restarting the engine.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	Lockerbie	24/03/2014	201403530
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PAN declared due to sudden loss of power. Aircraft diverted.

Aircraft called Scottish Information in vicinity of DCS at 1805z requesting a Basic Service. Aircraft at level 4500 feet routing Lockerbie, Lanark for Fife with 2 POB. Confirmed Basic Service and gave squawk of 7401. Aircraft called next at 1818z position, east > Lockerbie, declaring a Pan (as a result of a sudden drop in power) and stated intention was to divert into Carlisle Airport. Pilot informed me that aircraft had regained power but he would divert to Carlisle anyway. I contacted D&D who requested that I maintain "operational control", I also informed Carlisle that aircraft inbound as a result of Pan and passed details. Carlisle gave me a squawk of 4677 for aircraft, which I passed on to pilot. I also informed Watch Supervisor as to incident. I contacted aircraft again at 1828 (17 miles to run to EGNC) and at 1835 (aircraft 8 miles to run to EGNC) at this time, pilot requested change to Carlisle Frequency of 123.6. I informed Fife airfield that aircraft was diverting into Carlisle. Carlisle informed me that aircraft landed safely at 1843z. I informed D&D and Operational Supervisor.

Supplementary 24.03.14:

Aircraft lands 18:42. Fuel was observed to be leaking from a fractured fuel pipe. At a rate of 3 litres per minute, according to an engineer.

Supplementary 29.03.14:

AIRCRAFT WAS FUELLED TO FULL TANKS AT FIFE AIRFIELD AND CONFIRMED VISUALLY. FLIGHT TIME WAS 2 HOURS 13 MINS. FUEL WAS LEANED IN THE CRUISE AS PER PILOT'S OPERATING HANDBOOK, AND TANKS CHANGED AT REGULAR INTERVALS. PRIOR TO DEPARTURE FOR RETURN LEG, BOTH FUEL TANKS WERE VISUALLY CHECKED AND FOUND TO BE JUST BELOW "TABS". THIS CORRELATED WITH THE EXPECTED LEVEL AND PROVIDED AN ESTIMATED ENDURANCE OF 3 TO 3 HOURS 30 MINUTES FOR A CALCULATED TRIP OF 1 HOUR 30 MINUTES. APPROXIMATELY 40 MINUTES INTO FLIGHT, WITH MIXTURE LEANED, THE ENGINE FELL SILENT, PROPELLOR STARTED TO SLOW AND THE RPM SUDDENLY DROPPED. PIC SELECTED MIXTURE RICH, FUEL PUMP ON, AND CHANGED FROM LEFT TO RIGHT TANK. POWER WAS IMMEDIATELY RESTORED, CARB HEAT WAS SELECTED ON WITH NO ROUGH RUNNING EXPERIENCED. PASSENGER (A QUALIFIED PILOT) ASSISTED WITH RADIO CALLS AND DECLARED A PAN. A DIVERSION WAS INITIATED TO NEAREST AIRPORT (CARLISLE). AT CARLISLE, FUEL TANKS WERE VISUALLY CHECKED AND NO FUEL WAS VISIBLE IN EITHER TANK.

Supplementary 28.04.14:

Aircraft was brought into our facility and remaining fuel removed from aircraft. The left tank was completely empty the right tank contained 7.4 ltrs of fuel remaining. As instructed by the owners we're fuelled the aircraft to "Tabs" in total 140 ltrs. On engaging the electric pump we immediately noticed the suspected fuel leak on the fuel pressure indicating line at the point of a severe bend in said fuel line.

PIPER PA28	UNKNOWN	Cruise	EGLL (LHR): London/Heathrow	26/03/2014	201403718
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Infringement of the London CTR (Class A) by an unknown aircraft. Aircraft believed to be a PA28. An inbound A330 was given a wider downwind heading to ensure the infringing aircraft continued to pass behind. Standard separation maintained.

Working as FIN controller a PCAIT return was spotted in the proximity of White Waltham whilst inbound aircraft were landing 09L&R. The a/c was observed to follow a SSW track, enter CAS then track S for approximately 3nm before exiting the CTR. TCSVFR was contacted subsequently and was able to track the infringing a/c. They subsequently identified after it contacted Farnborough LARS as a PA28. This infringing a/c was issued a 0431 squawk. The inbound pattern was full and as they PCAIT triggered the infringer was geographically placed in the middle of a stream of a/c inbound from the south. Its placement meant that separation may have been immediately eroded with an A330 on a downwind heading. The infringing a/c's track showed that it was going to pass behind all the aircraft on frequency and therefore did not present any immediate confliction. The A330 was given a wider downwind heading to ensure that the infringing aircraft continued to pass behind. No avoiding action was issued as it was felt that it would not have helped the situation, and that the infringing a/c's position would mean that it would have been impossible to see from the cockpit of the A330.

Supplementary 03/04/14:

The infringing aircraft was never more than 0.3nm inside the CTR and due to the aircraft turning almost as soon as infringing, it could be assumed that the pilot became aware of their position and made efforts to exit the airspace. The A330 did not enter the London CTR whilst the infringement was in progress. However, under the circumstances of this report, the controllers actions were prompt, effective and appropriate.

PIPER PA28	LYCOMING 320 FAMILY	Landing roll - off runway	EGHF : Lee-On-Solent	29/03/2014	201403744
<p>MAYDAY declared as aircraft veered right and off runway. Aircraft was performing circuits. On the final landing of the sortie the pilot called 'Mayday' as the aircraft veered right off of runway 23. The aircraft straightened and went off the runway at about 30-40 degrees off runway heading for about 50m. At this time it passed over two glider launch cables that were laid out ready for glider launches. The pilot shut down and together with members of the gliding club, the aircraft and cables were inspected. No damage was done as the aircraft successfully passed over the cables. There was no injury to the pilot or anyone on the ground. The Mayday was cancelled as soon as the aircraft had stopped, 5 to ten seconds after it started.</p>					
PIPER PA28	LYCOMING 360 FAMILY	Cruise	EG D036	02/04/2014	201403900
<p>Infringement of active Danger Area EG D036 (Portsmouth) by a PA28 at 1700ft. I was controlling on LARS East when, at 0923L, I received a call from a PA28 with requesting to transit EGD036. He notified that his position was 5nm to the north of GARMI, which would have already placed him within the confines of EGD036. I instructed the aircraft to squawk mode 3/A 4531 and identified it as approximately 6nm within EGD036 at 1700ft. Identification took place at 50 04N 001 22W and the aircraft exited the danger area at 0933L position 50 23N 001 20W. I informed the pilot that he was already within the confines of an active danger area, that it was active from 0800 and that he must ensure he calls for clearance to cross before the FIR boundary. He requested if his transit was approved, which was too late as he was already in the middle of the area. He informed me that it was a late handover (no handover took place to me) from French ATC to London Info initially, who then transferred him to the Mil frequency. There was no live firing taking place in EGD036 during this time. Live firing in this danger area was scheduled for later in the day.</p>					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGPD (ABZ): Aberdeen/Dyce	05/04/2014	201404071
<p>Altitude excursion. Traffic info. Standard separation maintained. PA28 (4262 squawk) departed Aberdeen VFR at 0904 via reporting point 'Loch of Skene' with a clearance of not above altitude 2000 ft. At time 0906 PA28 had a mode C read-out of 2300 ft. No other aircraft were affected.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Normal descent	EGCN : DONCASTER SHEFFIELD	05/04/2014	201404097
<p>Runway incursion by a member of RFFS operating on a quad bike whilst engaged on habitat management tasks. Quad bike was cleared by trainee ATCO to operate no further east than C1/A7 holding boards (in other words remaining clear of runway 20 at all times). An aircraft cleared for low approach and was at approximately 2nm final when quad bike was observed to be cutting/spraying around the eastern edge of holding board A7. Vehicle advised and immediately repositioned to holding point A6.</p>					
PIPER PA28	UNKNOWN	En-route	EGKK (LGW): London/Gatwick	10/04/2014	201404353
<p>Infringement of the Gatwick CTA (Class D) by a PA28 at 1800ft. Standard separation maintained. Secondary Cait showed a KB squawk entering the NE corner of the KK cta. I rang KB atc and asked them to turn it east to exit the cta asap. Kb advised that the aircraft was going to Shoreham vfr. The subject aircraft actually tracked south-east to exit. Fortunately no KK inbounds on 26L needed to be broken off.</p>					
PIPER PA28	LYCOMING 360 FAMILY	En-route	EGBE (CVT): Coventry	11/04/2014	201404407
<p>Green laser attack.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGGW (LTN): London/Luton	13/04/2014	201404455
<p>Infringement of the Luton CTR (Class D) by an unknown aircraft squawking 7000, indicating 2100ft. Aircraft identified via Elstree as a PA28. No other aircraft were affected or delayed.</p>					

PIPER PA28	LYCOMING 320 FAMILY	Taxiing to/from runway	EGBE (CVT): Coventry	13/04/2014	201404592
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On taxiing forward student pilot struck wig wag.

Pilot asked Tower if they could stop and inspect aircraft damage. Permission granted, no damage found on aircraft but wig wag dislodged from mounting. Aircraft continued with flight and asked ATC to inspect wig wag . Fault report filed with AGL.

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGLL (LHR): London/Heathrow	16/04/2014	201404661
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Transponder malfunction resulted in an apparent infringement in the London Control Zone.

CAA will be taking appropriate action as a result of this incident.

AC2 was establishing on 09L at altitude 3000', when a 7000 squawking contact appeared at 2200' unverified. I gave traffic information to AC2 and broke the aircraft off by turning it right onto a heading of 150 degrees. AC1 was observed to be climbing at which point I gave avoiding action to the AC2 and a further turn onto 180 degrees. There was an AC3 that was being vectored onto 09R behind AC2, which I deemed was moving away from the infringer, so I kept the approach going. AC2 was climbed to 4000 feet and AC3 descended to 2500 to get a positive cross between the 2 aircraft. AC1 climbed to 2800' and tracked SW before turning it's transponder off. AC4 also had to be vectored around the infringing aircraft. After AC2 had been broken off, SVFR had spoken to the tower controller, who verified visually from the tower that AC1 was at 900'.

Supplementary 16/4/14:

AC1 indicating 2800' appeared to infringe the London Control Zone while flying within the lateral confines of departure airfield. On calling airfield they said the pilot reported to be at 900' and they could see the a/c visually and confirmed the pilot report. Tower was asked to request the pilot switch off the Mode C.

Supplementary 17/4/14:

Approach discontinued at ATC request due unidentified traffic with avoiding action. On an intercept heading for MLS 09L, cleared to 3500' director instructed a turn onto 360. We queried if we were still to establish on the MLS and were told negative and to come further left onto a heading of 300 and that this was avoiding action. We were then told to re-ascend to 4000. This was done. Approach discontinued as instructed. Further radar vectors given to the south. No TCAS warnings triggered. We were told there was unidentified traffic in our area which was the issue. One other aircraft on frequency also heard to be given avoiding action for the same traffic. Subject aircraft was not seen by crew. We were speaking to director on 120.4 throughout. Once on the ground we were passed a message by ground from director asking if we had seen or had any other indications of traffic but we had not. Other Aircraft markings, etc (from TCAS section): Not seen.

Supplementary 23/4/14:

I have reviewed the RT and Radar of this incident. The controller gave AC4 avoiding action against an aircraft which got airborne, who was displaying 2800ft Mode C readout. Subsequent investigation found that the aircraft in question had a faulty Mode C transponder, and was actually at 900ft. Unfortunately our controllers were not aware of this information, and broke 2 aircraft off the approach for runway 09L. AC4 was one of those. There was no loss of separation involved, and Tower Controller instructed the crew to turn off the Mode C.

PIPER PA28	LYCOMING 320 FAMILY	Standing	EGBJ (GLO): Gloucestershire	19/04/2014	201404745
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Runway incursion by an aircraft. See open investigation 201402642.

Whilst dealing with a helicopter pilot who was unfamiliar with the airfield at the upwind end of the runway, the controller looked towards the threshold of RW09 and observed that a P28A had lined up on the runway. The pilot had not called ready for departure nor had he been given line up clearance. No aircraft affected so the aircraft was given clearance for take off.

PIPER PA28	LYCOMING 360 FAMILY	En-route	EGFF (CWL): Cardiff	09/04/2014	201405048
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Green laser attack on two separate a/c.

PIPER PA28	LYCOMING 320 FAMILY	En-route	D009/D007	19/03/2014	201403323
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Infringement EG D009 and D007 by a PA28 at 1100ft.

An aircraft squawking 0411 was observed flying westerly along the south Devon coast towards D009. Traffic Information was requested from Exeter who stated they had lost comms with the aircraft ivo Berry Head. The aircraft then penetrated D009, and also D007 as it proceeded along the coast towards Perranporth. At the time of the infringements there was no hazardous activity taking place within the Danger Areas.

PIPER PA28	LYCOMING 320 FAMILY	Final approach	EGJJ (JER): Jersey, Channel Is.	22/02/2014	201402183
<p>Full emergency following engine failure. Aircraft was performing a practice forced landing from the airfield overhead when on left base I noticed he was quite low given his position in relation to the runway. Shortly afterwards, I observed the aircraft bank to the right and the aircraft transmitted a message which was garbled by another station transmitting at the same time. When asked to repeat, the pilot stated the engine had failed and he was positioning towards the beach while trying to restart it. I initiated a full emergency during which the pilot called to say he had re-started the engine and requested a priority approach as it was running rough. I subsequently cleared the pilot to land which he did so at without further incident. This was written without reference to radar or radio recordings.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Taxiing to/from runway	EGCB : Manchester/Barton	23/04/2014	201404932
<p>Runway incursion by an aircraft. Aircraft was carrying out a circuit detail on Runway 09L. The wind began to increase from the south so a Runway change to 20 was made and the aircraft informed. The aircraft subsequently completed one touch and go on 20 and then landed on the second circuit. The FISO advised the pilot to hold at B2, however the pilot taxied beyond B2 and transmitted "G-NV crossing runway 02." There were no other aircraft in the circuit at the time and no conflict occurred.</p>					
PIPER PA28	UNKNOWN	Cruise	EGLC (LCY): London city	24/03/2014	201403497
<p>Infringement of the LTMA (Class A) by a PA28 at 2900ft. Standard separation maintained. At 1128z PA28 entered Class A controlled airspace climbing to 2.9A (base 2.4A) on a south-easterly track towards Rochester. An FK50, a London City inbound was slightly altered in heading to ensure separation, which was maintained with a closest lateral distance of approximately 6nm. The PA28 then left controlled airspace a few minutes later around the area of Rochester.</p>					
PIPER PA28	UNKNOWN	Taxi	EDDL (DUS): Dusseldorf	04/04/2014	201404121
<p>Light aircraft taxied in close proximity to an outbound EMB170. A light aircraft taxied very close to our flight, posing a collision risk. As our flight was taxiing to the holding point, L9, in accordance with our clearance, we had to stop abruptly as a light aircraft taxied from the GA apron straight to L9 in front of us, without a clearance. The tower seemed unaware of this aircraft's position, until we pointed it out. The light aircraft then contacted the tower and said that they were not ready for departure. The tower cleared them to enter, cross, perform a 180 degree turn to hold at the holding point on the opposite side of the runway, allowing us to depart. The aircraft entered the runway turned around and then continued straight towards us, showing no signs of stopping. The tower and the light aircraft were now speaking German, leaving us completely out of the loop. We had already turned on all of our lights. The light aircraft did not have any red beacon or navigation lights. The tower controller was still not completely aware of where the light aircraft was, stating that she could not see it from her position. We then asked the controller to tell the aircraft to stop in a somewhat assertive manner. A follow-me truck was provided at this point to escort the light aircraft off the active runway. We then departed without further incident. There were two points where this aircraft was a risk to our flight: firstly pushing in front of us to the holding point, and secondly on the runway, heading towards us.</p>					
PIPER PA28R	LYCOMING 360 FAMILY	Cruise	EGLC (LCY): London city	15/03/2014	201403093
<p>Possible infringement of the LTMA (Class A) by a PA28 with Mode C indicating 2600ft, resulting in an EMB170 receiving/complying with TCAS RA to monitor V/S. STCA activated. Traffic info given. Incorrect Mode C indication involved. On duty as Thames Radar with a trainee and vectoring EMB170 inbound to runway 27 ILS at 3000 feet QNH 1027 when a 7000 squawking aircraft displaying 2400 feet mode C climbed to 2600 feet within 1NM of EMB170 causing the STCA to show red. Traffic information was immediately passed and the pilot of EMB170 reported visual with the aircraft 400 feet below and that TCAS was monitoring. Avoiding action was not given due to the speed, direction of EMB170 and that the unknown aircraft was in sight. The unknown aircraft soon changed to an FIS squawk 1177 and we established via phone to the FIS that the said aircraft was a PA28 and the Mode C was verified on London QNH as showing 150 feet above reported level. The pilot of EMB170 subsequently informed tower that they thought the unknown aircraft was possibly only 300 feet below. Supplementary 21/03/14: TCAS RA during approach. Aircraft established on the localiser for RWY 27. Altitude 3000 and speed 160 kts. We were aware of a prox traffic to the north of final approach track. We were in contact with Thames radar 132.7 who advised of the other aircrafts position. The conflicting traffic then proceeded to fly south and crossed underneath our path. The other aircraft passed 300 ft below us; therefore it was at 2700 ft in controlled air space. TCAS gave us a resolution advisory 'Monitor vertical speed', the autopilot was disengaged and aircraft positioned into the (fly-to-zone). The conflicting traffic passed 300 ft below us and I was able to see that it was a single engine low wing light aircraft (possibly a PA28 or similar). After landing we spoke to ATC the other aircraft had been in contact with a F.I.R. frequency.</p>					

PIPER PA28R	LYCOMING 360 FAMILY	Cruise	En route	24/03/2014	201403495
<p>Aircraft returned following birdstrike. Wing/Rotor damaged. No remains found, species unknown. Supplementary 06/04/14: The birdstrike occurred whilst the aircraft was enroute.</p>					
PIPER PA31	LYCOMING 540 FAMILY	Taxi	EGBK (ORM): Northampton/Sywell	26/03/2014	201403702
<p>Ground collapsed while aircraft was taxiing along grass taxiway towards hangar for parking. Following refuel, the aircraft was being taxied along a grass taxiway towards the Company's hangar for parking. The aircraft was being operated by a single pilot with no passengers. While taxiing, a loud thump was heard and felt through the airframe with the right wing dropping suddenly and the aircraft coming to an abrupt halt. The aircraft was shut down and evacuated in accordance with the Company emergency checklist procedures. On inspection, it was observed that the ground underneath the right mainwheel had collapsed, with the mainwheel dropping into a hole of approximately 50cm diameter and 50cm depth. The aircraft remained fully supported by the undercarriage and the propellers and airframe had not come into contact with the ground. The aircraft was recovered to the Part 145 Maintenance Facility and an inspection of the undercarriage was carried out. Functional tests of undercarriage operation were carried out and no defects were identified. No damage was found on the airframe, propellers or engines. Following the inspection, the aircraft was returned to full service. Operator's investigation into this incident is complete and the Company is now in the process of completing its internal report on the incident. Airfield's investigation and report into the matter is still ongoing.</p>					
PIPER PA31	UNKNOWN	Initial climb	EGKK (LGW): London/Gatwick	06/04/2014	201404084
<p>PA31 failed to comply with a SAM 2M departure. Aircraft was turned back westbound and instructed to expedite through 3000ft. Standard separation maintained. PA31 allocated SAM2M SID and was launched normally. In the following gap I wanted to depart an A319 on an ADNID1X so I coordinated with radar a vertical split until diverging tracks were established and transfer to Radar could be effected (with appropriate separation established) as the speed tables would not permit a free flow departure ahead of the next inbound. A319 given level cap of 3A before departure and PA31 asked to confirm passing 3A. No altitude readout on PA31 once airborne so I confirmed his passing level and asked to recycle transponder which subsequently showed 1.9A A319 stopped at 2A before take of instructions issued and read back so separation assured prior to launch. PA31 then observed, just past 2NM on climb out, to turn left direct toward's Horsham, thus not following the SAM2M SID. I turned him back Westbound and instructed to expedite thru 3A although this was a precaution as separation was never lost nor, in my opinion, ever likely to be in view of the level cap I placed on A319 before departure. All subsequently coordinated with KK Radar who worked both a/c on departure. No explanation was offered by the crew regarding the incorrect departure track flown, nor did I feel it appropriate to ask on the RT.</p>					
PIPER PA31	UNKNOWN	Cruise	EGPC (WIC): Wick	09/04/2014	201404273
<p>UK Reportable Accident: Failure of one engine led to an emergency landing in a ploughed field. One POB, no injuries. Aircraft extensively damaged. Subject to AAIB Field investigation.</p>					
PIPER PA32	LYCOMING 540 FAMILY	Cruise	EXMOR	10/03/2014	201402864
<p>Infringement of the Cardiff CTA-7 (Class D) by an unknown aircraft, indicating approx 6000ft. Aircraft identified as a PA32. Standard separation maintained. At the time of the infringement I was the Cardiff Radar ATCO. Radar 1 & 2 were boxed. Workload was light. At approx 1515 I noticed a radar track with SSR code 0410 enter Cardiff CTA-7 approx. 6nm southeast of EXMOR, moving westbound, indicating FL056 (approx. altitude 6000ft QHN1029). The base of CAS is altitude 4500ft Cardiff QNH. I telephoned the Exeter Controller who confirmed the aircraft callsign and that it was operating up to altitude 6000ft. The Exeter Controller stated that the pilot had been instructed to remain outside of CAS. The aircraft maintained its level and then turned left to leave CAS to the south of EXMOR. No other aircraft were involved. I spoke to pilot by telephone after upon landing. Supplementary 11/03/14: Local training flight to complete turbocharged piston engine differences. Briefed plan was to climb to 6000' to remain below AWY N864 and route to NW of Dunkeswell. Once airborne the route was modified by flying north to allow climb through broken cloud layer to 6000' which placed us east of the airway. A turn was then made to the west to remain clear of SW segment of Cardiff CTA (base 3000'). Unfortunately I forgot about the short 'step-down' from the airway which has a base of 4,500' and we infringed this area from the east at 6000'.</p>					
PIPER PA32	LYCOMING 540 FAMILY	Final approach	EGBJ (GLO): Gloucestershire	16/02/2014	201401864
<p>Undercarriage not deployed. During a busy period on aerodrome control, the aircraft was given landing clearance approximately two miles from touchdown. As the aircraft approached half mile final, the undercarriage was observed to still be retracted. The aircraft was instructed to go around. On the subsequent approach to land, the pilot reported final at approximately one mile but the undercarriage was still not deployed. The pilot was instructed to 'check gear'. The undercarriage was then seen to lower as the pilot reported 'three greens'. The aircraft landed without further incident.</p>					

PIPER PA32	LYCOMING 540 FAMILY	Cruise	EGD 036	21/04/2014	201404784
<p>Infringement of Danger Area 036. PA32 reported onto frequency at 1054z at FL55, already within the active danger area. Co-ordinated with Plymouth Military DACS and on their request telephoned EGLM to ask the pilot to call Ply Mil on landing. Plymouth Military filing a ASISM. Supplementary 22/04/14: I was controlling on Plymouth Mil EAST sector when I observed a Mode3A 7000 squawk transiting through EGD036 without clearance. At the same time, Plymouth Mil received a phone call from London Info stating that they had just had this aircraft call on frequency and they requested continued transit through the Portsmouth Danger Areas. The Mode3A of the aircraft then changed to 1177 and permission was granted as there was no hazardous activity taking place at the time, although the area had been allocated to RW flying up to 3000ft. Subsequent call to/from London info identified the aircraft.</p>					
PIPER PA32	LYCOMING 540 FAMILY	En-route	SAM	23/04/2014	201404965
<p>Infringement of the Southampton CTR (Class D) by a PA32 squawking 7000 indicating 1600ft. Traffic info and avoiding action given. Separation lost with inbound aircraft. I was operating as OJTI at the time of the infringement. At approximately time 1442 I observed a 7000 squawk tracking from Lee on Solent north west bound and pointed it out to my trainee as a potential infringer. The trainee attempted to call the 7000 using the mode S callsign - PA32 - with no response. At time 1443 the 7000 entered controlled airspace, south of Bishops Waltham, indicating 1600ft. The trainee issued avoiding action to the aircraft mid downwind left for runway 20 which was a continuation of the previously issued heading, and also requested the aircraft to stop descent at 4000ft. The infringer turned north east and followed the inbound aircraft (just inside the control zone). Separation was lost between the 2 aircraft with approximately 4.6nm and an indicated 2400 feet. As the assistant attempted to call Lee on Solent for details on recently departed aircraft, the infringer turned eastbound and left controlled airspace. Shortly afterwards PA32 called on the frequency and said he believed that he had infringed. The trainee issued a squawk and formally indentified it as the infringing aircraft.</p>					
PIPER PA32	LYCOMING 540 FAMILY	Scheduled maintenance	EGNG : BAGBY	24/03/2014	201403977
<p>Aileron rod ends found broken during annual inspection. Found on annual inspection, both aileron rod ends broken/sheared at roll pin. Noticed by unusual movement in rod end to operating rod. On examination, the 3/32 roll pin has elongated the holes in the rod. The outboard rod end is locked by a jam nut. It may be that a lot of aircraft in this range have the same rods.</p>					
PIPER PA32R	LYCOMING 540 FAMILY	Climb to cruising level or altitude	MONTY	29/03/2014	201403737
<p>Infringement of the Manchester TMA (Class A) by an unknown aircraft squawking 7000, climbing to FL70. Aircraft identified as a PA32. Standard separation maintained. Whilst working several streams of traffic, on combined WAL/IOM sector my attention was drawn by the sudden appearance of magenta data block approx 1-2 miles NE of MONTY. The data block showed a PA32 squawking 7000 with a height readout of FL65 and climbing. PA32 then tracked towards the SW whilst still climbing, saw level read out pass FL70, but too busy vectoring NM inbound away from the path of PA32, and ensuring the separation of the other traffic streams, to see at what point the infringer stopped climbing.</p>					
PIPER PA34	UNKNOWN	Intermediate approach	EGPF (GLA): Glasgow	07/04/2014	201404356
<p>Altitude excursion. Standard separation maintained. Training flight for one radar vectored ILS approach at Glasgow. A/c last cleared level was 3500ft approx 14nm ne of Glasgow when the mode c was observed to show 3300ft descending. The a/c was asked to confirm the cleared level which he replied 3400ft. The mode c was then observed to show 3200ft momentarily descending before climbing back to 3300ft and the a/c at this point was instructed to climb now 3500ft which he did and continued with no further problems.</p>					
PIPER PA34	UNKNOWN	Normal descent	EGHH (BOH): Bournemouth/Hurn	15/04/2014	201404587
<p>Aircraft descended to 4500ft instead of cleared altitude 5000ft. Standard separation maintained. Aircraft was instructed to descend from FL80 to altitude 5A QNH 1030 which was read back correctly. A few minutes later the pilot, who had started the descent, asked to confirm the cleared altitude which I did and was read back correctly. At time 1408, the a/c was seen to descend to 4.6A at which time I asked the pilot to confirm his cleared altitude was 5A, which he read back, and then subsequently climbed back to 5A. The a/c descended to 4.5A before climbing.</p>					

PIPER PA34	UNKNOWN	Cruise	DTY	17/04/2014	201404700
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Infringement of the Daventry CTA (Class A) by a PA34 at 6000ft. Standard separation maintained.
PA34 was observed at 6A feet in an area of Class A airspace with a base of 4500 feet. I had no traffic to affect, I called Oxford who informed me they were currently procedural and weren't yet working the aircraft. The aircraft was told to descend by oxford when it called them.

PIPER PA34	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Climb into traffic pattern	EGTK (OXF): Oxford/Kidlington	26/02/2014	201402347
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Intermittent smoke from engine, PAN declared and aircraft returned.
I received a call from London stating that aircraft was returning having declared a PAN call with London. The aircraft came on frequency requesting a straight in approach. I approved a straight in and confirmed with the instructor that he had declared a PAN and requested the nature of the PAN. The pilot reported intermittent smoke starboard engine. Local standby initiated with Fire Services in position.

Supplementary 26/02/14:

First noticed regular puffs of smoke emitting from the No.2 engine (RH) Top Vent during the climb passing approximately FL60. All engine parameters were normal and so continued the climb watching the engine and gauges closely. At TOC FL90 the regular puffs continued and so I elected to declare a PAN and return. From this position I was able to make an uneventful straight in approach to the duty runway. At no time did I feel it was necessary to shut down the engine. On the ground, the Fire Crew in attendance reported that the IR sensor they used to check for fire showed the No2 engine to be hotter than the No1. At time of reporting operator is awaiting a maintenance report.

Supplementary 27/02/14:

Aircraft was joining controlled airspace on track climbing FL90. Before aircraft reached track point, the pilot reported engine trouble and informed me that he was returning immediately. The pilot was asked to declare, and responded with a PAN call and switched to the emergency code. An acceptance level was agreed with Oxford approach and the pilot self positioned for runway 19, and transferred to Oxford approach.

PIPER PA34	CONTINENTAL (TELEDYNE) USA 360 FAMILY	Final approach	EGTC : Cranfield	02/04/2014	201403925
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PA34 failed to report 4DME as instructed and was observed initiating a missed approach without clearance. Take-off clearance for a PA28 was immediately cancelled.

PA34 was on an NDB approach to Rwy 03 and had called base turn complete, and was asked to report 4dme. PA28 called ready for departure with PA34 still not called at 4dme (although mentally the timing suggested he was approaching that position to me) I checked the runway and final approach visually and cleared 'PA28 to take-off with a right-turn, which was acknowledged. As I watched 'PA28 line-up on Rwy 03 I then heard and observed PA34 commencing a go-around above the 03 numbers at about 2. 'PA28 was lined up and I immediately cancelled his clearance and instructed him to hold position which was acknowledged. PA34 was reminded that he hadn't called 4dme, to which a non-standard response was received. Once safe and PA34 had turned 'PA28 was again cleared for take-off with traffic info.

PIPER PA38	LYCOMING 235 FAMILY	Take-off	EGPC (WIC): Wick	28/04/2014	201405224
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PA38 departed without ADC take-off clearance. Traffic info given.

Departed without a take off clearance. Aircraft was given a clearance to enter, back-track and line-up for RW13, and report ready for departure. Aircraft reported ready for departure, to which I responded "roger" and immediately ascertained the position of an overflying S92 within the ATZ, and passed traffic information on the aircraft shortly departing, climbing through the level of the S92. Traffic information was then passed to PA38 on the overflying S92, at which point I observed PA38 just airborne. PA38 had departed RW13 without a take off clearance.

PIPER PA44	LYCOMING 360 FAMILY	Approach	EGTC : Cranfield	17/02/2014	201401996
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Precautionary shutdown of nr2 engine with request for priority landing.

Aircraft called up at advising of a precautionary engine shutdown of No.2 and requesting a priority landing. A/C had previously advised of a technical issue which prevented it from carrying out booked instrument training, but had reported it required no assistance. No urgency call was made but I called a full emergency, assessing the incident as one involving safety, and treated it as though a Pan call had been made. The A/C landed safely.

PIPER PA46	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Climb to cruising level or altitude	EGKB (BQH): Biggin hill	05/04/2014	201404101
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Incorrect SDR flown. Aircraft departing from R/W21 on a CLN SDR made an incorrect left turn instead of required right turn. Aircraft outbound via airways was cleared for a CLN2 SDR from Rnwy21 which the pilot readback correctly. On dep the a/c entered low cloud and was seen on the ATM to make a left turn approx 1 - 1.5 nm south of Biggin. The SDR requires a right turn to route through the Biggin overhead inbound to DET. By this time it was too late to instruct the pilot to turn right as there may have been a danger of the a/c straying into other airspace. I telephoned Thames radar and co-ordinated the a/c to continue inbound to DET, pilot was advised of his error and then handed off to Thames Radar.

PITTS S1	LYCOMING 360 FAMILY	En-route	Not specified	11/04/2014	201404373
<p>Infringement of the London TMA (Class A) by an aircraft squawking 7004 indicating 2700ft. CAIT activated. I was the Heathrow Final Director at the time of the incident. A CAIT alert was generated with a 7004 squawk indication 2700ft with an A320 having just passed overhead it. The aircraft continued to manoeuvre erratically in both heading and altitude and was in and out of controlled airspace. At one point the aircraft was seen at about 3300ft inside controlled airspace. I reported this to GS Airport who tracked the aircraft. Aircraft details passed by White Waltham. Supplementary 14/04/14: Analysis of the radar replay confirms that there was no loss of separation. The radar suggests that the aircraft was performing acrobatics in a position where the base of CAS is 2500' with the pilot possibly believing that he was a little further west (1nm) where the base of CAS is 3500'. However, the pilot advised the Ops Room that he did not fly above 2400'.</p>					
RANS S6	JABIRU 2200	Uncontrolled descent during take-off	Tooreen, Co Mayo	14/04/2014	201404615
<p>Foreign Accident: Power loss on take-off. Aircraft landed in field suffering substantial damage. Two POB, no serious injuries. Subject to AAIU investigation.</p>					
ROCKWELL 112	LYCOMING 360 FAMILY	En-route	EGLK (BBS): Blackbushe	19/04/2014	201404834
<p>Infringement of the Blackbushe ATZ (Class G) by a Rockwell 112. Aircraft seen in ATZ northside routing west confirmed with LF.</p>					
ROCKWELL 114	LYCOMING 540 FAMILY	En-route	EGKB (BQH): Biggin hill	05/04/2014	201404241
<p>Infringement of the Biggin Hill ATZ (Class G) by a Rockwell 114 squawking 7000 at 1600ft. I was on duty as the Approach ATCO, at approx 11.54 I noticed a 7000 squawk at altitude 1,600ft on the ATM from the West tracking East towards the ATZ. I warned the Aerodrome ATCO of this aircraft in case it penetrated the ATZ and conflicted with circuit traffic. The aircraft subsequently entered the ATZ from the West at high speed before crossing through the final approach track. A short time later the aircraft changed its squawk to 0012 and Thames Radar were contacted who provided the identity and flight details of the aircraft.</p>					
SIAMARCHETTI F260	UNKNOWN	En-route	EGBW : Wellesbourne mountford	21/04/2014	201404803
<p>Infringement of the Birmingham CTR (Class D) by a SF260 (initially unknown) squawking 7000 indicating 2000ft. Separation lost. Traffic info and avoiding action given. I was acting as mentor on Rad1 when aircraft entered CAS area2 without permission. We were working traffic inbound to RWY33. One of them was a B737 being vectored for a LOC/DME approach. A 7000 sqk was observed 3nm NE of EGBW tracking NW indicating 2000ft. The controller phoned EGBE to see if they were working the aircraft they said no. She made several broadcasts to the aircraft to no avail. B737 was given a turn to the right to avoid the infringing aircraft. Whilst standard separation was not maintained the action taken was positive and there was never any risk of collision.</p>					
SOCATA TB20	LYCOMING 540 FAMILY	Circuit pattern - base leg	LFLC (CFE): Clermont-Ferrand Auvergne	09/03/2014	201404013
<p>Flight controls, secondary axis lever fins seized. I bought this aircraft in October 2013. Saturday, March 8, 2014, we flew a carefree trip and ended our trip by few laps. In the last two turns of the last lap, I found the aileron controls very hard, but I could finish my turn and ask me no problem. Sunday, March 9, 2014. The last flight instruction was provided during taxi, I could manipulate the controls but even with this rigidity characterized the previous day. When testing the flight controls to the fixed point, they were blocked finally, a shot of one. The flight was cancelled. The number of time the cell is 30 18,64 I- I The latest revision of the aircraft dated 06/09/20. I also enclose a copy of the log book stuck on the engine sheet. Sunday, March 9. Investigation found that the secondary axis levers fins (the pestle) was seized. Having disconnected levers, we find that this axis PLI had no further movement.</p>					
SOCATA TB20	LYCOMING 540 FAMILY	Taxi to runway	EGBJ (GLO): Gloucestershire	05/04/2014	201404108
<p>Runway incursion by an aircraft. During a handover an aircraft was observed to be holding at F1 for RW18 not yet ready for departure. At approximately 1005 he was observed to be lining up whilst he reported "ready for departure" without a clearance. There was no other traffic affected so the ADI controller left the aircraft to continue and was subsequently cleared for take-off.</p>					

SWEARINGEN SA226	UNKNOWN	Climb to cruising level or altitude	Not specified	16/04/2014	201404994
Loss of separation between an SW3 and another aircraft (type unknown). SMF activation. SW3 correctly acknowledged an instruction to climb to FL110. Other aircraft was carrying out a survey flight running east-west at FL120 to the east of Birmingham. As SW3 passed the another aircraft radar indicated that the SW3 continued to climb through FL110 reaching FL115 before descending again. This caused a loss of separation against the other traffic at FL120.					
TAYLOR	CONTINENTAL (TELEDYNE) USA C 75/85 SERIES	Cruise	Hibaldstow	23/03/2014	201403892
UK AIRPROX 2014/029 - Taylor Monoplane and parachutists at Hibaldstow paradrop zone.					
TECNAM (P2006T)	BOMBARDIER ROTAX	En-route	EGOS : Shawbury	28/03/2014	201403706
UK AIRPROX 2014/028 - P2006 and a military aircraft at Shawbury, in Class G airspace. Traffic info given. Military aircraft initiated an avoiding action turn to the left.					
THRUSTER T600	BOMBARDIER ROTAX 582 (UL-DCDI)	Level off- touchdown	Swaffham	29/03/2014	201404047
UK Reportable Accident: Wing struck ground during landing causing extensive damage to gear and structure. One POB, no injuries. Subject to AAIB AARF investigation.					
UNKNOWN (QUIK GTR)	BOMBARDIER ROTAX 912	Cruise	DET	18/04/2014	201404717
UK AIRPROX 2014/048 - Microlight(s) and inbound airliner to London City at 4000ft. Infringement of the London TMA (Class A) by two primary only contacts in formation. Separation lost. Traffic info and avoiding action given. Appropriate CAA action is being taken as a result of this incident.					
VANS RV4	LYCOMING 360 FAMILY	Initial climb	Tibenham Airfield	31/03/2014	201404046
UK Reportable Accident: Engine failure after touch and go landing. One POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.					
VANS RV6	LYCOMING 360 FAMILY	Cruise	BHX	11/03/2014	201402922
Infringement of the Birmingham CTA-1 (Class D) by an unknown aircraft squawking 7000, indicating 1600ft. Aircraft later identified as an RV6. Traffic info and avoiding action given. Standard separation maintained. RV6 distracted by elevator trim problem. I was controlling on RAD 1 when I observed a 7000 squawk indicating 1600' with an up arrow on the mode C enter CTA-1 tracking south. An airliner had departed on a WH14D departure so I instructed him to turn left heading 260deg but he requested I repeat the heading so I turned him left heading 240deg to ensure separation was maintained. I put a 'check all' on with AIR and tried to blind call the ac. I could not raise the ac which then turned north and descended before turning south again and appeared to land. Once clear I turned the airliner back on track and coordinated a climb with PC before transferring him. Separation was maintained throughout. Supplementary 12/03/14: On taking off and trimming out, elevator trim malfunctioned and went to fully up. It took a few minutes to establish that the switch was sticking in the up position such that any application of up trim caused fully up trim to be selected. I was able to sort this out by switching trim from any up input to follow by down trim to unstick the switch. This has subsequently been repaired by simple lubrication. The aircraft had not been used for several months and this was the second flight of the day since being laid up. The distraction of dealing with the elevator trim problem caused me to be slightly south of track and thus infringing Birmingham airspace. As I was on the boundary at the time I was aware of my position according to the GPS and confirmed visually, I continued on my way to intended destination. I should have turned around and landed immediately, although landing an aircraft with full up trim on permanently would not have been easy, particularly with an 8 - 10kn crosswind, it would have prevented the infringement. A difficult call under stress, however, I do realise that there are other aircraft in the sky and procedures to follow. Again, I apologise for my actions.					

VANS RV6	LYCOMING 360 FAMILY	Climb to cruising level or altitude	EGBB (BHX): Birmingham	11/03/2014	201402974
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Infringement of the Birmingham CTA-1 (Class D) by an aircraft squawking 7000 at 2100ft. Standard separation maintained. I was Radar1 and saw a primary target that changed to a 7000 squawk north of Birmingham in CTA1 tracking west @1800 climbing. At 1517 the AIIW activated and the target climbed to 2100ft. I made broadcast and had no replies. I put a label background and tracked the aircraft. The Air ground identified the traffic for me as it was the only one joining from the Northeast. The pilot was requested to phone me. He later told me that he had been troubled by his trim lever and that he had not flown the aircraft for some time. He did not think that he had been so high. He apologised for the incursion and will fill out the Infringement on line. This incursion had no effect on our operation as we were landing RWY33.

VANS RV6	LYCOMING 320 FAMILY	Landing	EGBJ (GLO): Gloucestershire	21/04/2014	201404788
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UK Reportable Accident: Aircraft ground looped after landing. Wheels detached. Two POB, no injuries reported. Subject to AAIB AARF investigation.

VANS RV8	OTHER (SUPERIOR XP-10-360)	Cruise	Hinton-in-the-Hedges	17/04/2014	201404730
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Infringement of the LTMA (Class A) by a Vans RV8 at 5800ft. Standard separation maintained. At approximately 08:46 UTC an aircraft on a 7000 squawk infringed CAS south of Hinton-in-the-Hedges parachute drop area. The data block highlighted and converted to show the registration. The base of CAS in this location is altitude 5500ft. Mode C indicated the aircraft climbed to approximately 5800ft before exiting CAS where the base is FL65.

VANS RV9	LYCOMING 320 FAMILY	Climb to cruising level or altitude	EGMC (SEN): Southend	09/04/2014	201404284
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Mode S configuration issues at Southend. I fly my light aircraft from North Weald Airfield EGX. I had recently had a avionics refit and part of which was a new Mode S transponder. Back in November I was flying from North Weald to Lydd. I was routing from North Weald via Haningfield Reservoir to Detling VOR and then landing at Lydd. I called Southend Radar who gave me a squawk which I entered but was told that my Transponder was not working. Shortly after I crossed the Thames and contacted Farnborough North who had no problem with my squawk or my transmitted altitude. On the way back again Farnborough was fine but Southend gave me a negative squawk report. I needed to enter Stansted's TMZ so called Essex Radar who confirmed that my mode S was working. In November the Transponder (Type Garrecht VT-0102 Mode S) was checked by the manufacturer who reported "No fault found". The manufacturer stated that Southend's RADAR had not been configured correctly and they had been in communication with the technical staff at the airport. I also contacted the technician who confirmed that they were aware of the problem. On March 16th 2014 I again flew this time with my instructor on a Navigation exercise routing EGX, CLN, OH EGSC DCT EGX. We called Southend who again reported no Transponder response. On the leg between Clacton VOR and Cambridge we ask for a Transponder check from Essex Radar who confirmed our Squawk and altitude. They tracked us for 15 miles from around Sudbury to the other side of Haverhill (the time being between 12:30 and 12:45Z). On our return journey I heard Southend tell another aircraft that they had a Transponder failure and again they told us that we also had a problem. We explained that we had checked it with ESSEX Radar and then they apparently were able see our squawk. With the increased jet traffic flying in and out of Southend I am concerned that there is a potential safety issue due to the lack of traffic awareness at the airport. As I know the airport is in the process of asking for more controlled airspace I do not want to be in a position where my routing in the area could be curtailed due to this technical problem.

VARGA	LYCOMING 320 FAMILY	Cruise	EGBB (BHX): Birmingham	23/04/2014	201405203
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Infringement of the Birmingham CTA (Class D) by a Varga. Traffic info given. Standard separation maintained. Plog from Fenland to Leicester was fine. Lost visual with my turning point at Leicester. Chose to route via O/H Leicester as a little intimidated and unsure/under confident of how to transit through controlled airspace. Turned onto my heading from Leicester to Sleep too late but I had not realised so continued and lost visual with the plotted way points. At this point I was in contact with East Midlands believing I was still on course (basic service). Upon realising I was lost I managed to navigate the GPS and noticed I was pointing towards what I believed to be Birmingham. I called EM for a position fix who requested a squawk and confirmed I was infringing Birmingham and told me to contact them immediately. I contacted them immediately and ATC requested a squawk and directed me away from controlled airspace. A listening in aircraft overheard my destination and offered to lead me away to my desired destination. ATC guided both aircraft towards each other until visual was confirmed and I followed the other aircraft to Sleep.

Supplementary 29/04/14:
While working as Radar 1 during a fairly busy period, Radar 2 and I noticed a primary contact north of Birmingham airfield by 6 miles tracking southbound. There were a few inbound to Runway 15 working Radar 2 which they had to vector away once the primary contact was observed inside controlled airspace. I called Coventry ATC to find out whether they knew anything about said primary. Unfortunately they were not talking to the anything north of them. I transmitted blind a few times and asked Radar 2 and Tower to do the same. I contacted East Midlands who said that they had been working the aircraft and he was lost. The aircraft's Mode C then indicated 1.7. The student of the aircraft finally responded to my transmissions and advised me that he was lost and was trying to find Sleep. Initially I gave him a track to the east to leave controlled airspace and gave him a position report. The student told me that he was unfamiliar to the area and did not know how to get to Sleep. During this time I had a C172 from EGBG, on my frequency who was on his way to Sleep via Coventry and offered his assistance to provide a follow me to the lost aircraft. I requested that the C172 route towards the M40/M42 junction to hold until I could transit the Varga safely towards that direction. Once both aircraft were visual with each other they resumed their own navigation to Sleep .

YAKOVLEV YAK52	IVCHENKO Other (M-14P)	Cruise	Chelmsford	29/03/2014	201403699
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UK Reportable Accident: Aircraft crashed into field and caught fire. Two POB, both fatally injured. Aircraft destroyed. Subject to AAIB Field investigation.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 April 2014 and 30 April 2014**ROTARY WING AIRCRAFT**

AEROSPATIALE AS355	ALLISON USA 250 FAMILY	En-route	EGLC CTA	26/02/2014	201402376
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Aircraft suffered electrical problems and activated CAIT.

Aircraft squawking 7000 entered the northern portion of the CTA at 1800ft, tracking westbound. 2 blind calls were made on the frequency, with no response. Airfield departures were stopped. The aircraft continued to track westbound for about 4 miles before turning northbound and leaving the CTA. The aircraft had mode S, but call sign information was missing.

Supplementary 28/02/14:

Radar replay review showed a 7000 squawk activated CAIT in the North Eastern corner of the CTA indicating 1800ft. The aircraft then travelled approximately 3.2nm whilst 0.5nm inside of the Northern Boundary of the CTA, before exiting the CTA. The aircraft was tracked to destination where during approach the aircraft indicated negative altitudes up to -500ft. The pilot was contacted and stated that at the time of the infringement they believed they were flying at 1500ft and the aircraft suffered a serious electrical issue, so were concentrating on sorting that out. The pilot apologised for any inconvenience caused. The issue of the transponder not being configured correctly (to show the registration) and the negative altitude indications were also mentioned, with a view to having them rectified.

AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Cruise	Ockham	19/04/2014	201404877
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Precautionary landing carried out due to door warning in flight.

The door warning illuminated on the CWP. A precautionary landing was carried out and the doors confirmed closed and locked. After which the flight carried on with tasking and no further incident.

AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Cruise	Syerston	30/03/2014	201403809
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Infringement of the Syerston ATZ Gliding Site (Class G) by an unknown aircraft at 1700ft. Aircraft later identified as an SA365. Gliding site had been active during the infringement.

VGS were set up on runway 11LH with 3 conventional gliders operating in the local area. Visibility was poor, giving approx 5km visibility in haze. At 15:15L a helicopter was firstly heard, and then seen, transiting from north to south crossing over the western boundary of Syerston - flying over the 11LH circuit base leg and final approach. From observation the helicopter appeared to be travelling at approx 1500ft and at high speed. East Midland's ATC were contacted and identified the helicopter as a SA365. East Midland's ATC reported that the helicopter was flying at 1700ft on a QNH of 1014 and had only contacted them after passing south of Syerston. The Syerston QFE at the time of the infringement was 1013. Due to the height and position of the helicopter as it transited through the ATZ there was no risk of collision on this occasion. Appropriate CAA action is to be taken as a result of this incident.

AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	Missed approach or go- around	EGBE (CVT): Coventry	18/02/2014	201402048
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Engine malfunctioned.

OEI GA, engine 2 simulated failed, engine 1 driving, fuel pump 1 off. Candidate encouraged to pull to full power on the GA (133% Tq training). At approximately 1200 feet amsl a slight jerk was felt through the airframe with a simultaneous Nr droop and associated audio warnings (low Nr audio activates at 95.5Nr). The lever was lowered instinctively and Nr recovered (possibly also because the training switch had automatically disengaged.) There were IF screens fitted to the pilot side so I took control of the aircraft whilst scanning the instruments. I identified a large split in the indications on Primary EDU but misidentified the indication as the torque. I then checked the training switch to find it in the OFF position, i.e. no engine selected to training mode. I then scanned the EDU and identified that the indication split was the TOT and not the torque. Engine 1 TOT was high and in the yellow band indicating above 820 degrees C. The torque indications were matched at a relatively low figure of approximately 40 to 50%. The collective lever was lowered and then raised again to maintain altitude. I do not recall seeing any adverse indications from engine oil pressure or temperature or the MRGB. Bear in mind that my eye sweep passes EDU secondary to get to EDU primary when seated in the co-pilot's seat. I then instructed the candidate to put engine 1 to IDLE. The TOT remained high at approx. 650 C. The aircraft was turned back towards the airfield and ATC informed of a malfunctioning engine. They initiated a local stand by. When on the downwind leg with a lower power setting I asked for engine 1 to be put back to FLY. This resulted in an increase of TOT towards 800 C again so I asked for the engine to be returned to IDLE. The candidate then inadvertently placed the engine to OFF. I asked that the switch be returned to IDLE for an auto restart to occur. This was successful. A short time later engine 1 was seen to decelerate further and with the N2 at approx. 40% I asked for the engine switch to be placed at OFF and the remainder of the shut down drills to be completed when on the ground. We were on finals at this time. Shortly after the engine was shut down a No 1 ECU fail warning illuminated.

AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	Final approach	Eacotts, HLS	05/04/2014	201404194
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Near landing without landing gear lowered.

I entered Controlled Airspace direct to the private HLS. The forecast weather for the time period was for the cloud base to lower to 800 ft and already the cloud base was down to 700ft. As the poor weather was coming in from the SW with a strong wind I was anxious to reach the site as expeditiously as possible. On reaching the site I was in contact with Special for clearance to land at the site which continued until the final approach as I was already approaching into wind. As I carried out a Class 1 helipad approach through 500ft I was still on the radio in a protracted read-back of my departure clearance. I believe that, because of this, I missed carrying out the full landing checks and the lowering of the landing gear. Also my focus was primarily on keeping the approach safe and clear of obstructions. On passing 150ft I missed the aural warning as I was still speaking on the radio. As a result I hovered low over the helipad and realised that I had no landing gear. I quickly raised to the hover and lowered the gear before landing back on the pad. [The pilot is an experienced pilot with 10 years and 2000+ hours experience of flying this aircraft type. It appears that he became distracted through the final stages of the approach whilst speaking to ATC and failed to complete pre-landing check. An investigation is currently being undertaken in accordance with the company's safety management system].

Supplementary 08/04/14:

Subsequent to my conversation with Head of Flight OPs, I realise that the MOR I wrote does not reflect in writing that contact was made with the ground by the aircraft, which caused the damage to the antennas (VHF) on the underside of the airframe.

BELL 206	ALLISON USA 250 FAMILY	Standing : Engine(s) Not Operating	Haverhill	17/02/2014	201402059
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Failure of upper door hinge.

A precautionary landing was carried out into a field en route due to unplanned low cloud and reduced visibility (METAR, TAF, MESOSCALE F/C obtained and destination Tower contacted before departure with cloud base and visibility reported as suitable). After 15 minutes, two farm workers arrived in a vehicle and as I opened the door to greet them, the upper door hinge snapped and I was left seated while holding the door by the internal handle. I was able to exit the aircraft and refit the door without causing any damage to the door or the airframe. I contacted engineering who authorised me to remove the door, stow it in the rear passenger compartment and fly back to base. Flight returned uneventfully at reduced VNE as per the Flight Manual (69 kts). Hinge replaced with upgraded steel component.

BELL 206	ALLISON USA 250 FAMILY	Approach	Birchington	19/03/2014	201403667
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Infringement of the Manston ATZ (Class G) by a B206 at 1000ft.

This was a cross-TRE and Line Check flight. We were returning to the company from the west with an hydraulics fail routine. I was the radio operator and handling pilot. I acknowledged a tower request to approach from the north and remain outside the ATZ (due to a planned departure). As I was carrying out my required check responses and noting that we were on the boundary (by virtue of a known landmark ahead) tower advised we were inside the ATZ and to orbit left which I did. I believe we were outside the zone but acknowledge the lack of safety margin in my planning. I rang tower to apologise afterwards.

BELL 206	ALLISON USA 250 FAMILY	Cruise	THORPE RP	30/03/2014	201403818
<p>Infringement of the London CTR (Class A) by a helicopter squawking 7000 at 1400ft. Avoiding action given. I was working LL SVFR, mentoring a trainee. At approx 1700, helicopter called on frequency, but due to other traffic and ongoing mentor instruction was told to standby. While in the process of instructing and discussing options for a LCY CTR transit, I noticed a 7000 squawk enter the LON Zone in the vicinity of EGTG. I shouted over to LL FIN that the "7000 is real" to alert them to the infringement. Since the pilot had already called, I asked if he was over Thorpe, to which he replied in the affirmative (therefore identified). At this point helicopter showed no intention of stopping his transit, and was flying towards LL final approach. I immediately instruction to turn southbound, an instruction that appeared to be only partially complied with since pilot was "requesting H3". It appeared that helicopter had entered an orbit in the vicinity of Thorpe. We asked the pilot to pass his message, and were made aware that it was on a famil flight for H3 and H4. Heathrow was on E'lys and pilot was informed that H3 was closed and to leave the zone to the south and expect H7 later. We subsequently asked the pilot if he had a NSF, which he didn't, therefore we restricted his transit to the confines of H7 up to LW and reciprocal.</p>					
BELL 206	ALLISON USA 250 FAMILY	Standing	Inchinnan	20/04/2014	201404871
<p>Incorrect fitment of fuel filler cap. While parked awaiting loading of passengers, I was told by the refueller that a problem had occurred. He explained that he had just found that I had landed with the fuel filler cap secured to the airframe only by its retaining strap i.e. not seated and secured in the normal position. I shut the aircraft down and inspected the fuel filler cap. It was undamaged and I then refitted and secured it and checked it was secure for the next flight. I noticed that it had caused minor superficial damage (paintwork only) to the airframe skin around the area and also to the structure of the fuel filler pipe. This did not appear to prejudice safe flight so I decided to continue flying. It was reported to the company that day. I asked the refueller what had happened during the previous refuel. He said he was distracted so I told him that correct fitment was a safety priority over other normal ground issues. He agreed. This will be reported to the company QA department upon return from leave.</p>					
ENSTROM 280	LYCOMING 360 FAMILY	Cruise	LOLU : Gmunden- Laakirchen	05/04/2014	201404089
<p>Foreign Accident: Aircraft crashed in wooded area whilst en route to airfield. Three POB, one fatally injured, two seriously injured. Aircraft destroyed. Subject to foreign Authority investigation.</p>					
ENSTROM 280	LYCOMING 360 FAMILY	Maintaining position	EGBJ (GLO): Gloucestershire	09/04/2014	201404282
<p>Runway incursion by an aircraft. At 16:30 UTC, C42 was cleared to land Runway 22. At 16:31 UTC, EN28 positioned at Holding Point A2, after agreement with the pilot, was instructed to depart on track to the north east, remaining east of Runway 22. EN28 was then observed to cross Runway 22 at the Runway 22/27 intersection and depart to the north. At the time of the incursion, C42 was on an approximate 1 NM base/final, and subsequently landed without further incident. Wx 21008KT 180V240 9999 FEW034 BKN042 14/07 Q1024.</p>					
EUROCOPTER EC120	TURBOMECA, FRANCE ARRIUS	Cruise	En route	18/02/2014	201401990
<p>Transponder malfunction. At approx 1909Z, a 7000 squawk departed, tracking towards DET. The aircraft climbed and entered controlled airspace, reaching a maximum altitude of 2800ft (where the base of CAS is 2500ft) before commencing a rapid descent to leave controlled airspace again. Secondary CAIT activated. At this time, another aircraft was at 4000ft and had just left DET on a heading of 315. When I noticed the unknown aircraft enter CAS, I turned the other aircraft onto 360 and passed traffic information. During the same transmission, I upgraded the instruction to an avoiding action turn and turned aircraft 2 further right onto 020. He reported seeing the aircraft on TCAS. Later on in the approach, I asked aircraft 2 if they were visual with the traffic at any time, to which they said no. Shortly after leaving CAS, the aircraft squawked 5020 (A LF LARS EAST) code. LARS EAST were contacted by the SVFR controller, who identified the aircraft. They verified the aircraft's mode C. They did say that when the aircraft first reported on frequency, it said it was passing 1300ft. It is possible that the indication of 2800ft which I saw on radar may have been due to an error with the aircraft's transponder. Supplementary 20/02/14: Operator had the aircraft's transponder checked and errors were found. The unit will be recalibrated and a test flight conducted.</p>					

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIEL	Standing : Engine(s) Start- up	Maydown HLS	28/02/2014	201402460
<p>Incorrect operation of rotor brake during start. Following a refuel, I went to start the aircraft. As I was in the process of the pre-start checks my attention was drawn to a member of the crew who was outside the disc, as he was gesticulating to me with his hand to start. In being distracted I failed to release the rotor brake and started engine number one with the rotor brake applied. I concentrated on the engine parameters and failed to notice the rotor brake was still applied. I released my error and immediately released the rotor brake and noted that the Nr was at a figure above the 50% limit for normal application. I am unable to say precisely what the percentage of Nr was but it is somewhere below the ground idle position. Engineering support was sought. In hindsight I should have restarted the pre-start checks from the beginning.</p>					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Cruise	En route	10/03/2014	201402793
<p>Autopilot failure. Whilst flying slow orbits on a task aircraft suffered Autopilot failure with GONG, AP TRIM and Master caution then AUTOPILOT on CAD. 3 slashes appeared on top of PFD. I cancelled the GONG then GONG returned with DECOUPLE, then TRIM and GYRO. Task aborted and aircraft returned a short distance to base. For diagnostics aircraft restarted with AMPS failing to engage or test and return of above cautions and GONG. Aircraft shutdown and engineering advice sought.</p>					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Take-off	EGUB (BEX): Benson	26/03/2014	201403665
<p>Airframe vibration felt shortly after take-off. During air taxi and shortly after take-off a vibration was felt by all crew members through the aircraft seats. After a brief discussion it was agreed to return to the airfield where the aircraft was landed without further incident. The aircraft was deemed unserviceable and engineering assistance sought.</p>					
EUROCOPTER EC135	UNKNOWN	En-route	Overhead Mansfield	17/03/2014	201404036
<p>Green laser attack.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Manoeuvring	Overhead Edinburgh	08/03/2014	201404326
<p>Laser attack.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	EGBJ (GLO): Gloucestershire	08/04/2014	201404339
<p>Fuel indication test failure. The monthly fuel supply tank indication test was carried out. The nr1 supply tank indications were as expected but nr2 showed 43kgs throughout the test even after the 'FUEL' caption had appeared on the CAD and 'LOW FUEL 2' red caption had appeared on the CDS with the associated 'gong' alarm. The details were all noted on the relevant test report sheet and engineering were informed through the base engineer. Nr 2 supply tank fuel quantity sensor removed, cleaned and refitted. Further ground run fuel indication check carried out. Indication system serviceable. Aircraft returned to service.</p>					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	En-route	Overhead Coventry	31/03/2014	201404382
<p>Laser attack.</p>					

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	Treliske Hospital	11/04/2014	201404513
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Fuel quantity fail caption.

On return to base FUEL QTY FAIL caption was observed on the CAD which immediately cleared. Actions taken iaw emergency checklist, Fuel Quantity indications were as expected for this stage of the flight from mental endurance calculations. We were returning to base anyway, which concurred with the land as soon as practicable instruction. The fuel QTY fail caption then proceeded to illuminate and clear approximately five more times before we landed at base, at which point the caption remained on solid and the nr2 supply tank indication failed to zero. Aircraft shutdown and engineering assistance sought. Nr2 supply tank fuel quantity sensor removed, cleaned and refitted. Ground run fuel indication check carried out. Indication system serviceable. Aircraft returned to service.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	North Bristol	17/04/2014	201404737
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UK AIRPROX 2014/043 - EC135 and a military aircraft at 1400ft at Southmead in North Bristol. Traffic info given.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Air taxi/hover taxi	EGGD (BRS): Bristol/Lulsgate	22/04/2014	201404878
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Runway incursion by a helicopter. Traffic info given. Standard separation maintained.

At 1245, having "gone tech" earlier, helicopter confirmed the VFR clearance which he had been given previously and was instructed to air-taxi to Holding Point JX for a departure on RW27. The pilot read the taxi clearance back correctly, with the QNH. At this time, an airliner was established on the ILS RW27, at 6 DME and was cleared to land. When airliner was at 3.5 DME, I observed the helicopter to cross JX and slowly air taxi towards the southern edge of RW27. I immediately queried this with the pilot of helicopter who apologised and said that he thought he'd been cleared to line up on RW27. He turned the aircraft round without delay (when about half-way between JX and the runway edge) and returned quickly to JX. The stop bar at JX had not been deselected at any time. I warned the airliner that a slight infringement of the RW27 ILS glide path may occur as the helicopter had infringed the protected/sensitive area and then confirmed that the airliner was cleared to land. The airliner landed at 1248 and the helicopter departed RW27 at 1249, VFR to the north.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	Measham	15/04/2014	201405001
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UK AIRPROX 2014/046 - EC135 and a Microlight at 1800ft, 5nm West VRP Measham.

EUROCOPTER EC135	UNKNOWN	Landing	EGLL (LHR): London/Heathrow	24/04/2014	201405009
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Landing medical helicopter caused multiple go-arounds, resulting in loss of separation.

I was the air arrivals controller for 27R when the Watch Manager advised me a medical helicopter was lifting from a neighbouring airfield. I spoke with SVFR who also advised medical helicopters intentions and I asked will you speak to FIN to 'get a gap'. Almost immediately afterwards I observed the medical helicopter callsign on the ATM and routing south west. An airliner was about 0.5nm with further landing traffic, A319(1) at around 4nm. I sent around the A319(1) and spoke to SVFR, we agreed I would work the medical helicopter as I was now visual with it. Medical helicopter called me and I asked him to report letting down. Further landing traffic was then handed to me, A319(2) followed by A319(3). Medical helicopter began circling to find somewhere to land just East of a company Hanger. By now I was visual with A319(2) but concluded medical helicopter would not have landed in time so sent A319(2) around. A319(3) was advised to continue but expect a missed approach. A319(3) was subsequently sent around from around 2.5nm. Shortly afterwards medical helicopter reported on the ground. During the 3 go arounds INT North was requesting the aircraft be sent straight ahead due Northolt Traffic, this was after I had already asked the aircraft to report turning right. A heading of 270 was subsequently issued. INT North also issued a climb of 4A to A319(1), this would have brought the aircraft into conflict with a northbound departure. This instruction was passed then immediately cancelled following coordination with the Air S controller. The aircraft did not climb above 3A. INT N advised the reason for the non standard go around procedure was due to Northolt traffic. Workload and time did not permit me to question this but as the arrivals controller I would usually expect the first aircraft at least to follow the standard missed approach and remain separated from Northolt traffic.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	En-route	Overhead Kingstanding Area	16/04/2014	201405036
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Green laser attack.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Landing - Other	EGNR : Hawarden	24/03/2014	201403668
<p>Landed below night 'Final Reserve Fuel' following task. I flew to a serious task and due to the nature of the task decided get airborne as soon as possible rather than take additional fuel. On arrival, there was some confusion as to the location of the incident which took time to resolve and having calculated my return fuel state had to leave after 50 minutes on scene. Once happy that we were safely on our way to the base, I rechecked that we had enough fuel for a landing at about 90kgs, so I decided rather than freeze (-5 deg), to use the bleed heat to keep warm, still good VMC and no problems anticipated landing at base. On arrival, instead of making a 120kts dash straight line all the way to the spot just to make landing at exactly 90kgs, I made a safe, unhurried normal approach to the base, retracting the downlink and avoiding the usual built up areas with a steady right hand turn to land November at 86kgs, which is below the 90kgs night 'Final Reserve Fuel'. Had ATC been manned I would have declared a Fuel Emergency, as required for priority to land, but of course the circuit was clear and this was unnecessary.</p>					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Scheduled maintenance	Husbands Bosworth	15/04/2014	201404594
<p>Main rotor blade attachment bolt locking pin incorrectly inserted. During the Daily Inspection (Check "A"), it was noticed that one of the two Locking Pins on the Trailing Edge Red Main Rotor Blade Attachment Bolt had been incorrectly inserted. Aircraft had recently returned from Base Maintenance. Photograph taken, engineering advice sought. Technicians attended and rectified the situation. Aircraft returned to service.</p>					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Cruise	EGNR : Hawarden	19/04/2014	201404760
<p>Autopilot failed. AP A.TRIM CWP caption with associated gong activated on a number of occasions during flight. 3 x /// appeared on upper part of PFD. AP OFF engagement button illuminated. A series (1, 2 or all 3) of the following CDS captions also appeared: AUTO PILOT, DECOUPLE, GYRO, TRIM. Both pilot and standby horizons indicated the same. RCU reconfigured to AHRS of P1 (2) side with no effect. Auto pilot then re-engaged WITHOUT any physical pressing of engagement button. This process of failure/re-engagement occurred on several further occasions with the various CDS captions appearing as mentioned above. Aircraft landed and engineering advice sought.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Not Operating	EGTG (FZO): Bristol/Filton	03/04/2014	201403984
<p>Fuel leak. First flight of the day, post flight walk round. Fuel seen leaking from one of the RH drain vents. Aircraft AOG, engineer called out. Supplementary 25/04/14: Fuel leak due to faulty "adjusted valve assembly2, replaced. Initial replacement part also failed.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Operating	EGNH (BLK): Blackpool	04/04/2014	201404066
<p>During the morning ground run the transmission chip caution illuminated on the CAD. Aircraft closed down and engineers informed. The aircraft had just had an MR Hub tighten the previous day and had carried out a ground run and flight of 1:05 duration prior to this incident. Supplementary 25/04/14: Fine dust particles found on chip detector and filter. Ground run carried out and no further evidence of particles. Details added to chip log. As noted. chip detection 1.05 hrs post main rotor hub tighten.</p>					

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	Strensham	18/04/2014	201404841
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Nr2 supply fuel indication failed 50hr/1 month check.

The LOW FUEL 2 warning illuminated with the nr2 supply tank contents indicating 43kg. Nr2 supply tank fuel contents sensor removed, cleaned and refitted iaw ASB, no contamination found. Further ground run fuel indication system check carried out, indication system serviceable. Aircraft returned to service.

MBB BK117	TURBOMECA, FRANCE ARRIEL	Hovering	Overhead Camden Town	09/03/2014	201404020
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Green laser attack.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	En route	22/02/2014	201402441
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Catch on the LH oil filler cap cover detached in flight.

After carrying out 2 engineering flights I flew aircraft back, prior to the flights the onsite engineer carried out a Check "A" and prior to my flight back I carried out a walk round and checked the oil levels. The following morning during the Check "A" I noticed that one of the fasteners on the port side oil filler cap cover was missing, after having a very good look round for any damage and finding none, I grounded the aircraft and notified operator they confirmed that the aircraft is not to be flown till the catch had been replaced and the aircraft checked by the engineer. Within a couple of hours all the catches had been replaced and the aircraft was cleared for flight.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Rochdale	23/03/2014	201404264
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Persistent green laser attack causing search to be discontinued.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	En-route	Overhead Upton	06/01/2014	201404404
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Green laser attack.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	En-route	Overhead Maltby	09/04/2014	201404405
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Laser attack.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	En-route	Overhead Sheffield	10/04/2014	201404406
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Green laser attack.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Greater Manchester	11/04/2014	201404578
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Persistent green laser attack.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Rotherham	12/04/2014	201404579
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Repeated green laser attack x 2 lasers.

ROBINSON R22	LYCOMING 320 FAMILY	Cruise	52 08 N/ 0 15.3 E	10/04/2014	201405000
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UIK AIRPROX 2014/045 - R22 and a PA28 at 2000ft 52 08 N/ 0 15.3 E.

ROBINSON R22	LYCOMING 360 FAMILY	Vertical take-off	EGTR : Elstree	29/03/2014	201403760
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UK Reportable Accident: The helicopter caught a skid on lift off and rolled onto its side. One POB suffered minor injuries. Aircraft extensively damaged.

ROBINSON R44	LYCOMING 540 FAMILY	En-route	EGBB (BHX): Birmingham	30/03/2014	201403750
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Infringement of the Birmingham CTR (Class D) by an R44 squawking 7003 with no Mode C information. Check all imposed. Standard separation maintained.

At 1300 UTC we observe a 7003, with no Mode C information from SW corner entered the zone. After check all, I transmitted blind to get his attention. Closest he came to the airfield was 6.8 miles when he turned westbound and left the zone. After observing his flight path he went to EGBO and when landed he contacted with Birmingham ATC. The pilot confirmed that he had a clutch trouble and he tried to fix the problem, when he realised his position at Solihull, that is when he turned westbound

ROBINSON R44	LYCOMING 540 FAMILY	Cruise	EGCB : Manchester/Barton	29/03/2014	201403836
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R44 free called requesting airfield transit and had not booked-out with ATC. See open investigation 201403626.

Operating as APR S, I was working three inbounds to 05R when I was freecalled by a R44. He was just airborne from CB and slightly south of CB requesting a transit to Alderly Edge. I instructed him to fly VFR not above 1000ft and initially route to Stretton. I gave him a squawk so as not to initiate the CAIT. I asked if he had "Booked-out" with ourselves. He had not. I advised the R44 that in future it would be a good idea to do so, particularly if he wanted such a transit and informed him that we were on Easterly operations. I called AIR1 to request a routing via the overhead to Alderly Edge. This was declined due to workload. I advised pilot to route via the Low Level Route not above 1300ft VFR and gave him a routing down the route to follow and advised him that if possible I would shorten it later. AIR2 called to say that they could take the R44 west of the field, but as this would put him into conflict with my closing inbounds I advised that I would continue via the LLR. The failure of the R44 to contact ourselves and book out caused a particularly significant increase in my workload and a considerable distraction. I subsequently contacted Manchester Barton to ask if the R44 had booked out with them. The AFISO advised that the R44 had started and called for lift and a routing as described.

ROBINSON R44	LYCOMING 540 FAMILY	En-route	Wigan	06/04/2014	201404091
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Infringement of the Manchester CTR (Class D) by an R44 squawking 7000 climbing to 1600ft. Standard separation maintained.

Whilst working as mentor with trainee on APC South, we noticed that a 7000 had set off the AIW by climbing to 1600ft approx 2nm south of Wigan and tracking towards EGCB. At the same time Walsy P were calling to give details on inbound DHC8 via Mirsi. We coordinated to put DHC8 on a heading North of Mirsi to keep clear of the unknown a/c. We called EGCB and they informed us that they had a R44 inbound from the NW. EGCB called R44 to confirm level and QNH. The pilot reported level at 1500ft. The a/c was then observed descending to 1200ft and the AIW stopped alarming.

Supplementary 15/0414:

Watch Manager spoke to pilot afterwards. He had a trainee with him, heading to EGNH. Cloud came in, climbed to get away from cloud, thus he infringed.

ROBINSON R44	LYCOMING 540 FAMILY	Cruise	En route	26/03/2014	201403736
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Serious Incident: Birdstrike penetrating front windscreen. Subject to AAIB AARF investigation.

SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Standing : Engine(s) Start- up	EGSH (NWI): Norwich	10/04/2014	201404368
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Restriction felt on servo control during start up.

On start up, during servo cx a restriction was felt from the pilot's side with servo 2 off RHS/servo 1 off LHS. Control passed to co-pilot for verification - nothing felt - control returned to RHS - restriction had gone. Aircraft shut down. Fault reported to engineering.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 April 2014 and 30 April 2014**OTHER**

CAMERON Z375	OTHER (Not Applicable)	Final approach - normal	Levens, Kemble	04/04/2014	201404152
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UK Reportable Accident: Aircraft struck power lines whilst coming in to land. 17 POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.

CAMERON Z375	OTHER (Not Applicable)	Landing	Corby Glen	11/04/2014	201404489
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UK Reportable Accident: Balloon basket tipped over on landing. One passenger received minor injuries. Subject to AAIB AARF investigation.

GROB G103	OTHER (N/A)	Level-off/touchdown	Tibenham	09/04/2014	201404945
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UK Reportable Accident: Instructor took control too late in landing. Two POB, no injuries. Aircraft fuselage damaged. Investigation delegated to BGA.

LINDSTRAND	UNKNOWN	Hot air inflating	Henley	13/04/2014	201404811
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Fuel leak from left burner hose connection.

This was a morning flight and the pilot (who is the company chief pilot) and crew met passengers. After a safety briefing given in the basket the balloon was prepared for flight and inflated. During the inflation the "right hand" tank usually used for inflation was noticed to have been rotated and was restricting flow. This may have been done by the crew refuelling the tank after the previous flight to facilitate connection of the safe bleed and was not noticed by the pilot. During the inflation the pilot therefore opened the "left hand" tank and completed the rest of the inflation to elevate the envelope on this tank. It should be mentioned that due to the way fuel is managed in this basket, the left hand tank is never normally used for inflation (and therefore in a horizontal position). With the balloon and basket upright the pilot noticed a yellow flame around the left hand burner hose around the burner attachment point. This hose connects to the burner with a Tema quick disconnect. The pilot shut down the supply from this tank and bled the line from the burner and also switched off the pilot light on the right hand side burner. Two "pre loaded" passengers (older females") were in the basket and the pilot decided to leave them in the basket, assessing there to be no risk to them at that time. All other passengers were waiting outside a coned safety area around the basket. In the light winds the pilot felt there should be no difficulty in resolving the problem with the balloon remaining upright partially hot inflated (i.e. not at "take off" temperature). The quick disconnect was detached at the burner and a visual inspection made of the 'O' rings on the left burner hose end Tema female connector. The outer 'O' ring looked fine, free of any nicks or surface damage and showed good signs of silicone lubricant on the 'O' ring. It is difficult to make any visual assessment of the inner 'O' ring on a Tema connector as it is deeper inside the body of the connector. The hose was re-connected and the left side gas line pressurized by turning the gas on at the tank but without igniting the pilot light. It was still found to be leaking with gas coming out of the region around the connection. The pilot again disconnected the hose having bled the line by burning out through the burner to avoid un-burnt propane "falling" into the basket. A replacement Tema outer 'O' ring seal was fitted and the original retained for closer examination later. The hose was reconnected, the burner tested and all found to be working satisfactorily. The flight was then conducted without incident. Reporter suggests the Tema seal may have perished and has raised this with the manufacturer.

SCHEMPP HIRTH DUO DISCUST	SOLO 2350 (D)	Scheduled maintenance	EGHL (QLA): Lasham	27/02/2014	201404065
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Loose propeller shaft.

Upon applying some sideways force to the propeller it was found to be very loose. Upon removing the drive belt, it was ascertained to be extremely loose. The play was between the propeller hub and the prop shaft mount on top of the engine. No play is allowable. In view of the very high RPM of the propeller and nature of the foldable propeller we felt that a catastrophic failure was possible if we had not identified the play. When I contacted the agent, who then contacted the manufacturer, I was told that this was common in older aircraft of this type. The UK agent has never observed this before. I was very concerned that a known fault, that could cause a catastrophic prop loss in flight, has not been promulgated as a Service Bulletin, Tech Note or Airworthiness Directive. There is a high risk of the prop falling off the aircraft. The propeller is only 1 ft above and behind the rear pilot head with no protective structure for the pilot. Possible decapitation and extreme airframe damage could occur if the prop fell off the engine was removed and sent to the agent. The hub was subsequently removed by the agent. The bearing housings appear to have worn and were not firmly retaining the bearings. The prop shaft, pulley, 2 bearings and spacer were all replaced with new parts by the agent. We are told it is a modified design to prevent recurrence. Owners of early types of this aircraft should be informed to check the play of the propeller to prop shaft by applying 5kgs of sideways load on the hub and trying to identify play. If a vertical load is applied on the hub, the play is masked by the tensioning belts.

SCHEMPP HIRTH VENTUS CT	UNKNOWN	Normal descent	St Neots	14/04/2014	201404629
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UK AIRPROX 2014/042 - Glider and a DR400 at 2430ft, 3km East of St.Neots.

SLINGSBY (61)	OTHER (Rollason RS MK2)	Landing roll - off runway	Saltby	09/04/2014	201404600
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UK Reportable Accident: Aircraft landed short of the landing area. Damage to propeller and tail wheel. One POB, no injuries reported. Subject to BGA investigation.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 April 2014 and 30 April 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
ADELTA	Automatically Deployed Emergency Locator Transmitter
AFS	Airport Fire Service
AIP	Aeronautical Information Publication
A/P	Autopilot
ASI	Airspeed indicator
BS	Basic Service
CAIT	Controlled Airspace Intrusion Tool
CAS	Controlled Airspace
DS	Deconfliction Service
EFIS	Electronic Flight Instrument System
FIS	Flight Information Service
FRC	Flight Reference Card
GASIL	General Aviation Safety Information Leaflet
IHUMS	Integrated Health and Usage Monitoring System
Kts	Knots
LACC	London Area Control Centre
LTCC	London Terminal Control Centre
LH	Left-hand
MACC	Manchester Area Control Centre
MGB	Main gearbox
MLG	Main Landing Gear
MPD	Maintenance planning document or Mandatory Permit Directive
MOR	Mandatory Occurrence Report
NLG	Nose landing gear
Nr1	Number 1
NM	Nautical Miles
PC	Prestwick Centre
PCB	Printed Circuit Board
POB	Persons on board
RH	Right-hand
RT	Radio Telephony
R/W	Runway
ScACC	Scottish Area Control Centre
SOP	Standard Operating Procedure
TDA	Temporary Danger Area
VATDA	Volcanic Ash Temporary Danger Area
VCR	Visual Control Room (Tower)

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