



**OCCURRENCE LISTING**  
**Aircraft Below 5700kg**  
**OCCURRENCES RECORDED BETWEEN 01 May 2014 and 31 May 2014**

**FIXED WING AIRCRAFT**

<b>AERO VODOCHODY L139</b>	<b>IVCHENKO AI-25</b>	<b>Initial climb</b>	<b>EGTC : Cranfield</b>	<b>20/05/2014</b>	<b>201406452</b>
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UK Reportable Accident: Lost front canopy at 500ft. One POB, no injuries reported. Subject to AAIB AARF investigation.

<b>AVIAT A1</b>	<b>LYCOMING 320 FAMILY</b>	<b>Landing roll - on runway</b>	<b>EGCV : Sleep</b>	<b>21/05/2014</b>	<b>201406489</b>
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UK Reportable Accident: Aircraft ground looped during landing. No injuries reported. Subject to AAIB AARF investigation.

<b>AVIONS ROBIN DR400</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>EGGD (BRS): Bristol/Lulsgate</b>	<b>19/04/2014</b>	<b>201404774</b>
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Infringement of the Bristol CTR (Class D) by a DR400. Traffic info and avoiding action given. Standard separation maintained. I was on duty as RAD 1 when I noticed an aircraft about 10nm SE tracking North towards Bristol CAS. It was at FL80 on a Brize Squawk. I attempted to contact Brize on the direct line but it was engaged. At the same time I put a check all on with the TWR and was informed by them that an EMB145 was just airborne. When I got the EMB145 on frequency I immediately gave him an avoiding action turn onto heading N. The infringer by this time had just entered CAS just to the SE of Chew Valley heading North. At this time I managed to get in contact with Brize who said that they were trying to turn him away but the aircraft wasn't acknowledging their calls. Soon after this the infringer was seen to turn onto an easterly track and left CAS just to the W of Radstock. Separation was not lost and shortly afterwards Brize called again with the details of the infringing aircraft.

Supplementary 22/04/14:  
 Setting up the GPS required a reversal of the flight plan used from Nuthampstead to Henstridge. For reasons that I couldn't fathom (but subsequent investigation has solved) I could not "invert" the flight plan. I therefore put the GPS into simulator mode and then could invert the flight plan. Unfortunately I took off with it still in this mode. Operating off of R/W07 at Henstridge with an extended departure to avoid various villages and a RH circuit to bring me onto the reciprocal heading, I started a climb to get above the clouds. Whilst concentrating on the climb and occasional glances at the GPS + my co-pilot telling me we should be heading North, it took me some minutes to realise that the GPS was to all intents "frozen". This meant having to turn it off and then on for it to function correctly and show that I was well North of intended track. I was talking to Brize Radar who gave me two heading changes to avoid Bristol airspace. The rest of the flight was carried out as per plan. The cause of the incident was the "malfunction" of the GPS which caused a major distraction whilst climbing.

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

<b>AVIONS ROBIN DR400</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>EGHI (SOU): Southampton</b>	<b>24/04/2014</b>	<b>201405010</b>
<p>Infringement of the Southampton CTA (Class D) by a DR400 at 2800ft. Standard separation maintained.  At approximately time 1745 a Farnborough squawk was observed by my coordinator and I tracking towards controlled airspace North of Gosport, indicating 2900ft. With a couple of miles to run to the boundary it turned into a 7000 squawk, and so I made blind calls to it, with a response from another aircraft North of Portsmouth which was on a listening squawk. The coordinator called Farnborough to enquire about the potential infringer. The 7000 entered Cas for approximately a mile before exiting again, indicating 2800 feet. Farnborough passed the details. No other aircraft were affected.</p>					
<b>AVIONS ROBIN R2100</b>	<b>LYCOMING 235 FAMILY</b>	<b>Approach</b>	<b>EGTE (EXT): Exeter</b>	<b>19/03/2014</b>	<b>201403288</b>
<p>Radio failure.  Aircraft squawked 7600 12NM E and positioned straight in for R26. Local Standby with RFFS initiated. Aircraft landed without incident</p>					
<b>AVIONS ROBIN R2100</b>	<b>LYCOMING 235 FAMILY</b>	<b>Aerobatics</b>	<b>EGHH (BOH): Bournemouth/Hurn</b>	<b>23/03/2014</b>	<b>201403630</b>
<p>Total electrical failure.  On commencing aerobatics towards end of a local flight there was a small of burning rubber or plastic. There was no smoke and CO monitor was normal, but many instruments failed and circuit breakers for battery and alternator popped out. I tried resetting the alternator breaker without a problem, then that for battery, leading to both breakers popping out again. This left a choice of immediate flapless forced landing at local gliding site if fire broke out or attempting to return ex RT and transponder. Commenced descent, but after one minute with no smoke or further smell, considered that odour was due to burn out of insulation due to short circuit, and that circuit breakers had prevented development of fire, so called ATC on mobile phone. Tried to explain that I had lost all electrical power and hence RT/transponder and that I wished to return via nearest entry point and would require red/green signalling lights. Owing to engine noise almost impossible to make out reply, but understood that my request had been accepted. On reaching ATZ failed to see either red or green lights, but as it was a quiet Sunday entered and joined downwind as per normal keeping a very keen lookout. Saw a large plane on long finals, and believing that I would have priority over most traffic made a hurried phone call to ATC saying that I was going to slot in behind the 737. I did not hear a reply and seeing no other following heavy, positioned to approach at minimal safety separation to be a reasonable distance ahead of any other light aircraft that I might have failed to see if priority assumption incorrect. Descended above glide path indicated by PAPI for flapless landing. As I had not seen any red/green lights I phoned ATC to explain my actions and was told that I had been given a green light. Failure to see light attributed to combination of bright sunlight and my dark sunglasses. Examination of aircraft showed that the exhaust muffler shroud had disintegrated leading to burnout of wiring associated with the alternator.</p>					
<b>AVIONS ROBIN R2160</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>EGHI (SOU): Southampton</b>	<b>05/05/2014</b>	<b>201405527</b>
<p>Infringement of the Solent CTA (Class D) by an R2160 at 4400ft. Standard separation maintained.  At 1605 a primary contact was seen entering the Solent CTA west bound approaching Freshwater Bay at 4400ft squawking 0011. Several calls were made to the aircraft before a response was received. The pilot verified he was at 4400ft. I advised him he had entered CAS and obtained the details of his flight. He was given a 3670 squawk and identified. This confirmed it was the infringement. I gave him clearance to continue. There were no other aircraft in the vicinity so no loss of separation.</p>					
<b>BEECH 200</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Standing : Engine(s) Not Operating</b>	<b>LFBA (AGF): Agen La Garenne</b>	<b>14/01/2014</b>	<b>201405933</b>
<p>Alleged that ramp inspection led to interference with the preparation of the flight.  On landing I was met by a SAFA ramp inspector. Due to an icy runway at airfield of departure the flight was over an hour late with passengers waiting for me in the terminal, to compound the late departure an unexpected fuel uplift was required due to high headwinds predicted on the return leg. Therefore my workload was high to make sure my paperwork was correct and the aircraft was fuelled and in order for the return leg. On several occasions, whilst trying to fill in the aircraft tech log I was interrupted by the inspector with questions about plates, first aid kit location and at one point she took an uncompleted mass and balance calculation and questioned standard passenger weights. I then discovered that I would need to move the aircraft to the fuel pumps as there was no fuel truck available. The inspector remained on board the aircraft whilst I taxied to the pumps. I told the inspector several times that I was very busy, at one point she again asked me where the first aid box was located. I replied "it is in the rear of the aircraft" she argued that it wasn't and that she could only find an ELT. I did not search for it as I was busy getting the aircraft ready for the next sector. On landing back in Exeter we discovered that the first aid kit was on board and located in its correct stowage.  Supplementary 14/05/14:  EASA Requirement ARO.RAMP.125 (b) states: "When performing a ramp inspection, the inspector(s) shall make all possible efforts to avoid an unreasonable delay of the aircraft inspected." AMC1 ARO.RAMP.125 (b)(d) states: "The inspection should be as comprehensive as possible within the time and resources available. This means that if only a limited amount of time or resources is available, not all inspection items but a reduced number may be verified. ...." The aircraft was scheduled to arrive at 0900UTC but had been delayed leaving Exeter whilst the runway was de-iced. Actual on-blocks time was 0945. The flight was scheduled to depart at 1000UTC and at the time of arrival was flight planned as such. Clearly there was insufficient time available for a ramp inspection to be carried out without delaying the departure. It is of interest to note that according to CFMU records our aircraft was the only non-French registered aircraft to visit the airfield on the day of the inspection. AMC1 ARO.RAMP.125(b)(e) states:"Inspectors should show tact and diplomacy when performing a ramp inspection. A certain amount of inconvenience to flight and cabin crews, handling agents and other personnel involved in ground handling activities may arise but inspectors should try to reduce it to the minimum. ...." Clearly these guide lines were not followed on this occasion with the inspector constantly distracting the pilot from his duties. Further discussion with the pilot involved has revealed that persistent interruptions during the overseeing of the refuelling led to the aircraft being under fuelled in the first instance.</p>					

<b>BEECH 200</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Scheduled maintenance</b>	<b>EGLF (FAB): Farnborough civil</b>	<b>13/05/2014</b>	<b>201405993</b>
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Incorrect installation of rivets discovered during phase inspection.

During detailed structural inspection using boroscope inspection, it was discovered that x22 rivets were formed on top of and through previously installed rivets. This is outside of standard riveting practices and it is assumed that the rivet holes in this location will be figure of 8 damaged and over acceptable limits if the rivets were removed. The elevator and coving skin have been removed for further inspection, a report has been raised and sent to manufacturers repair design office for the raising of a field repair and possible temp inspection/repair that might enable the aircraft to return to operation with a permanent repair to be carried out at a later date.

<b>BEECH 90</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>OKTEM</b>	<b>08/05/2014</b>	<b>201405799</b>
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Infringement of Airway N864 (Class A) by a Beech 90 around the OKTEM area. Standard separation maintained.

I was working as WAL/IOM planner when I noticed an infringement of the airspace around the OKTEM area of our airspace. The aircraft was squawking 7000. It entered North of OKTEM at FL122, where the base is FL105, at about 1218. The radar controller vectored our aircraft to remain clear, whilst the LAS contacted FIR and EGOS. The aircraft then rapidly descended below controlled airspace and remained low level 5miles NW of EGOS.

Supplementary 12/05/14:

The flight was a post delivery check flight and being aware of the airspace in question it was planned to EGCW, to remain to the South of it, but on turning to return to Sleaf the winds aloft were stronger from the South which caused the aircraft to drift further North than planned I then initiated a rapid descent back to Sleaf. I must apologise for any inconvenience caused

<b>BRITEN NORMAN BN2</b>	<b>LYCOMING 540 FAMILY</b>	<b>Taxi to take-off position</b>	<b>EGPA (KOI): Kirkwall</b>	<b>05/05/2014</b>	<b>201405538</b>
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Low Speed RTO when pilot realised that the ATC clearance had not been given.

Aircraft cleared to back track runway 14 crossing runway 09. On turn round I began to apply take off power then realised that Take Off Clearance had not been given. Aircraft brought to halt and call made to tower ready for departure. Take off clearance given. Aircraft had gone approx 50 metres during the initial roll, airspeed was not yet indicating as rejection was at point of power increase. Operator investigation.

<b>BRITEN NORMAN BN2A</b>	<b>LYCOMING 540 FAMILY</b>	<b>Rejected take-off</b>	<b>EGHI (SOU): Southampton</b>	<b>08/04/2014</b>	<b>201404217</b>
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Rejected take-off due to birdstrike to propeller.

Bird species identified as a Lesser black-backed gull.

<b>BRITEN NORMAN BN2B</b>	<b>LYCOMING 540 FAMILY</b>	<b>Missed approach or go-around</b>	<b>EGHE (ISC): Scilly Isles/St. Mary's</b>	<b>21/05/2014</b>	<b>201406542</b>
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Runway incursion by a tractor resulted in a BN2B initiating a missed approach to R/W07.

Approaching 07 and cleared to land. At 300 ft a tractor entered the runway at around the intersection with 16/34. Advised ATC and went around.

Supplementary 28/05/14:

Runway infringement whilst aircraft on final approach. ATCO was briefed the tractor was mowing grass apron and visitor parking area. BN2B reported final and was given landing clearance. Tractor entered runway at 25 threshold to turn around and mow opposite direction. BN2B reported tractor at end of runway and made a go around. Tractor was not given permission to enter active runway.

<b>CESSNA 150</b>	<b>CONTINENTAL (TELEDYNE) USA 200 FAMILY</b>	<b>Manoeuvring</b>	<b>EGSH (NWI): Norwich</b>	<b>15/04/2014</b>	<b>201404593</b>
<p>MAYDAY declared due to engine failure. Aircraft had departed for a 20 minute local flight with 2 pob. Whilst manoeuvring on a Basic Service the pilot declared a MAYDAY with an engine failure. The commander reported that he was attempting to land in a field in the vicinity. The mayday was acknowledged and the surface wind was passed. The local emergency services were alerted via 999 and remained on the line awaiting information of the possible landing site. The pilot then reported that he had managed to gain some power and that he would attempt to land. An approx heading of 140 was passed and surface wind again. I also informed the pilot that no traffic was observed on radar in the vicinity. Once the pilot was confident that he could safely glide to the airfield he cancelled the distress and continued to land. The local emergency services were informed that they were no longer required. The pilot called on the telephone to say that everything was ok. D &amp; D were informed after the event. Supplementary 2/5/14: Engine failure date not known but believed to have been mid April 2014. The condition of this aircraft in my opinion renders this aircraft un-airworthy until the items identified have been repaired/re-inspected. The removed items have been retained for inspection. The fuel has been kept. Details of manufacturer lived component replacement requirements can be found in the maintenance manual. The aircraft has been left in a condition in which it cannot be flown. The reporter believes this aircraft may be used for flight training? Reporting organisation do not maintain this aircraft but was contacted to undertake rectification following an in flight engine failure. The pilot claimed the only way he could retain power from the engine was by the use of the engine primer pump. Maintenance has been carried out at airfield by another maintenance organisation following this incidence. We were then contacted (by the owner or his representative ?) and instructed to drain the fuel tanks and carry out a complete filter check of the fuel system. We have drained the fuel system and found contamination of water, rust and what appears to be rubber. However the reporter is more concerned with the overall condition of this aircraft and the airworthiness state of the aircraft. The fuel does appear to be 100LL Avgas Airworthy items found during a walk-round inspection:- Rudder horn is loose on the rudder due to loose/working rivets, port aileron control rod attachment brackets loose in the aileron due loose/working rivets, Pilots door frame cracked due to exfoliation corrosion &amp; cracked frame, STB brake hose from the leg to brake calliper visible exfoliation corrosion and appear to be well beyond the manufacturers life limit (see section 2 MM), port brake hose ditto, engine oil pressure hose between engine and fire-wall - although the union at the engine end was found tight the hose is loose in the aeroquip union and appear very old and beyond the manufacturers life limit. Carburettor has what I would consider to be excessive play in the throttle arm and carb body (I believe this item may have been changed following the engine failure), fuel gaculator filter distorted and crushed ? fuel cap seals age cracked, pilots internal door pull (to close door) missing, window catches broken, considerable external corrosion of the engine cylinders, exhaust outlet pipe clamps heavy corrosion, exhaust pipe clamp bolts/nuts heavy corrosion (to the point that a spanner may not retain to remove them) engine induction hoses very age hardened and cracked, Placard required iaw AD 2009-10-09 (non modified rudder horn) missing, starter warning placard missing, many other defects noted. Please note that this report is not complete and indicates what was found following just a walk round inspection and our basic inspection on the fuel system. In the opinion of the reporter it is in a quite shocking state of airworthiness.</p>					
<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>En route</b>	<b>09/03/2014</b>	<b>201402790</b>
<p>PAN declared due to smoke in the cockpit. Aircraft was given steers for airfield and traffic info and landed safely.</p>					
<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Landing</b>	<b>EGNF : NETHERTHORPE</b>	<b>01/04/2014</b>	<b>201403981</b>
<p>UK Reportable Accident: Nose landing gear collapsed. One POB, damage to nose landing gear. Subject to AAIB AARF investigation.</p>					
<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>Abingdon</b>	<b>04/05/2014</b>	<b>201405495</b>
<p>Infringement of the Abingdon Air and Country Show RA(T) by a C152 squawking 7000, at 2300ft. A Spitfire was engaged in a display at time of the incident. I was on duty as the Air/Ground Operator manning the Abingdon Display frequency when we observed a C152 to the South of the airfield tracking eastbound approximately 3nms from the airfield. We continued to watch the progress of the aircraft while contacting Brize Radar who confirmed they could see on radar a A7000 squawk in that location. The aircraft then turned left and tracked NNE bound to the East of Abingdon and we then contacted Oxford Radar who said that an aircraft in that position was transmitting the Mode S C152 and squawking A7000. Oxford also advised that the contact was well within the RA(T) approximately 2.5 nms East of Abingdon. We continued to track the aircraft visually until it appeared to leave the RA(T) to the northeast. A Spitfire was engaged in his display at the time of the incident and the A/G operators together with the Display Director monitored the profile of the display in relation to the profile of the infringer and elected not to pass traffic while the Spitfire was displaying.</p>					
<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Landing</b>	<b>EGSC (CBG): Cambridge</b>	<b>30/04/2014</b>	<b>201405379</b>
<p>C152 landed at wrong aerodrome. I was working banded on both Tower 125.9 and Approach 123.6. I was providing a Procedural Service to a P28a who was localiser established and making an approach to runway 23 to go around for a further approach. P28a had been cleared low approach and reported going around. On looking out the tower window I observed a light aircraft on approx a 1nm final. I watched the aircraft which then landed on runway 23, at this stage I thought that this aircraft was the P28a and he was making a touch and go. I was waiting to transmit to him once he was airborne and in a safe phase of flight. The next call I received was from the PA28a who reported level at 2000'. At this stage I realised that it wasn't him on the runway, it was a C152 who had landed without clearance. Given where I observed the C152 from on final approach and the time the P28a had called going around in my estimation there couldn't have been any more than a mile between the aircraft. Appropriate CAA action is to be taken as a result of this incident.</p>					

CESSNA 152	LYCOMING 235 FAMILY	Taxi to runway	EGSR : Earls Colne	03/05/2014	201405676
RH wing tip made contact with a boundary hedge during taxi out. Superficial damage caused to the navigation light.					
CESSNA 152	LYCOMING 235 FAMILY	Level off- touchdown	EGCS : Sturgate	13/04/2014	201405706
UK Reportable Accident: Heavy landing. POB to be confirmed. Aircraft substantially damaged. Subject to AAIB AARF investigation.					
CESSNA 152	LYCOMING 235 FAMILY	Cruise	EGCC (MAN): Manchester/Intl	16/05/2014	201406168
Infringement of the Manchester CTA (Class D) by a C152 at 3400ft. I became aware of a 6160 squawk, about 5-10 miles East of the eastern control zone boundary, and was aware that the aircraft was operating very close to the base of CAS [3000'] but tracking towards the Manchester zone. Shortly after that, the AIW alert activated with the Mode C indicating 3100'. The Mode S ident feature was used to obtain the registration, and blind calls were made on both APP(S) and DIR frequencies to this aircraft, but to no avail. PC North Sector then telephoned to ask if I was working it, and I requested they use their direct line to contact Doncaster radar [the 'owner' of that squawk]. I then telephoned Liverpool radar, who share a room with Doncaster approach - Doncaster reported that they had lost contact with the aircraft in question, and later confirmed the identity. The squawk entered the Manchester control zone briefly, before turning South and climbing slowly to a maximum observed 3400', which continued to activate the AIW until the aircraft finally left CAS to the SE. Fortunately there was no traffic in the immediate vicinity, and no loss of separation occurred. The next arrival via DAYNE was coordinated high (FL90) in order to provide the required 5000' separation - however, by the time this IFR inbound arrived, the 'unknown' traffic had left CAS in the Camphill area and no delays ensued.					
CESSNA 152	LYCOMING 235 FAMILY	En-route	EGSG : Stapleford	16/05/2014	201406205
Forced landing due to rough running engine. Whilst on duty as radar controller, aircraft, under a basic service manoeuvring to the nw in the reservoir area, reported a rough running engine. I was advised that the aircraft was able to maintain altitude and was attempting a return. Shortly afterwards the captain informed me he had a low oil pressure warning and was making a forced landing. At 1453 radar contact lost 6nm ne and position passed to d&d. An aircraft in the vicinity routed towards last known position and located gbtgw. At 1458 a call was received via landline that all persons on board were safe and did not require any immediate medical assistance. Information passed to d&d					
CESSNA 152	UNKNOWN	En-route	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	17/05/2014	201406215
EFPS failure. Whilst on duty as TWR (AIR) the EFPS system completely failed. This occurred at a busy time with a stream of IFR departures on the taxiway, one lined up on the runway and a light aircraft in the circuit. The failure occurred after I attempted to create a 'VFR over flight duplicate strip' for an aircraft which was operating in the circuit. This was because the pilot requested to leave the zone and radar needed the details. The system failed in all positions and in the tower I lost all data - the screen went blank - apart from the screensaver. There was 'no snapshot' of the traffic situation display on the screen at the point of failure. I found myself with numerous aircraft on the taxiway/runway and no information at all - not even callsigns. I had to revert to the paper strip method, but it took several minutes to establish which aircraft was which and as a result several aircraft were delayed (arrivals & departures). Several aircraft had to have their slot times extended. It took 25 minutes to restore the system.					
CESSNA 152	LYCOMING 235 FAMILY	Unknown	Westfield Farm	19/05/2014	201406362
UK Reportable Accident: Forced landing in a field following engine problem. A/c damaged. Two POB, injuries unknown. AAIB AARF investigation.					

<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>Tring</b>	<b>21/05/2014</b>	<b>201406437</b>
<p>Infringement of the Luton CTR and CTA (Class D) by an unknown aircraft squawking 7000 at 2500ft. Aircraft identified as a C152. Check-all placed. D&amp;D cell confirmed C152 had declared a PAN. Traffic info given. Standard separation maintained. 7000 squawk observed entering Luton Control zone on an easterly track at 2.5 A - Mode S / CAIT revealed callsign as C152 - blind transmissions were made on 129.55 and "CHECK ALL " outbound restriction was placed with Luton Tower. A VFR transit A/C reported that the A/C in question was calling 121.5. - D&amp;D were contacted who confirmed that the A/C had declared a PAN. Infringing A/C subsequently turned south to leave Luton CAS - two inbound A/C were given extended routings to keep clear of zone and landed without further incident. Supplementary 28/05/14: Pilot was on track then turned left and infringed the Luton CTA &amp; CTR. Realised he was lost and called PAN on guard frequency.</p>					
<b>CESSNA 172</b>	<b>CONTINENTAL (TELEDYNE) USA 346 FAMILY</b>	<b>Missed approach or go-around</b>	<b>EGBJ (GLO): Gloucestershire</b>	<b>09/03/2014</b>	<b>201402787</b>
<p>PAN declared on climb out after bounced landing. The pilot converted a 'heavy' landing into a go-around. While climbing out from Runway 18, the pilot declared a PAN, reporting he may have damaged the aircraft "after the bounce". Full emergency action was taken, and the pilot elected to land Runway 27, doing so safely. After parking, the aircraft was inspected by both the pilot and ADC and no damage was evident.</p>					
<b>CESSNA 172</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>LIPGO</b>	<b>11/04/2014</b>	<b>201404370</b>
<p>Infringement of NOTAMed Danger Area EG D201 (Aberporth) by an unknown aircraft at 4500ft. Aircraft identified as a C172. Possible faulty transponder involved. I was operating as Radar 1 providing ATSOCAS on 119.650. D201 and D201A were open with the airspace NOTAMed from 0800z to 1500z SFC to FL660. At approximately 0840z there was a very broken transmission made on 119.650 to which I responded but got no further response. This was heard by two of my colleagues in the room who had listened to the transmission and it was considered breakthrough on the frequency. At 0852z a return was spotted inside the D201 'northern stub' tracking West to East approximately 3nm south of the boundary line of D201B. On observing the return and establishing that it was in fact consistent with an aircraft a blind call was made on the frequency. There was no response and I called military ATC who stated they had a weak radar contact, possibly inside D201 and were trying to get good two way communication. Following discussion I requested the aircraft was transferred to me for a service and to help identify the intruder. C172 then called on frequency at 0855z. His English language was exceptionally poor and the RT very broken but I established that he was climbing from 2500ft up to 5500ft which would have been below our theoretical radar coverage in that area although by this time I was getting a weak primary return. The main receiver for CH20 was not receiving the calls and the communications were initially only received through multichannel CH24 which was selected to the ATSOCAS frequency. The aircraft was given a BS and asked to squawk 4530. This brought up a random squawk and the pilot advised that he thought his transponder was faulty. The aircraft was then asked to squawk standby. The details of the flight were obtained and I asked the aircraft if he was aware that he had penetrated the danger area and advised that reporting action would be taken. Only a garbled response was received to this transmission. I called London Information to check whether they had details of the flight and to advise that his transponder was U/S, his RTF very poor and the track of the aircraft not consistent with that expected for routing towards their intended destination. At approximately 0908z I instructed the aircraft to call London Information on 124.750 but no response was received and I then transmitted the frequency blind. London Information were called and stated they were not in communication with the aircraft - further blind transmissions were made. As the track of the aircraft was still monitored another military ATC unit was alerted that the aircraft was routing towards their area 15 SW of MONTY and to be vigilant as it transited their airspace.</p>					
<b>CESSNA 172</b>	<b>THIELERT Centurion 1.7 (TAE 125)</b>	<b>En-route</b>	<b>Match</b>	<b>12/04/2014</b>	<b>201404440</b>
<p>Infringement of the Stansted CTR (Class D) by a C172 squawking 7010 with no Mode C. Standard separation maintained. At about 16.14z aircraft entered the EGSS CTR to the West of Match on a direct track. He was squawking 7010 with no Mode C. He exited the CTR abeam Great Dunmow having travelled about 7 miles inside and landed at his destination.</p>					
<b>CESSNA 172</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>EGCC (MAN): Manchester/Intl</b>	<b>19/04/2014</b>	<b>201404764</b>
<p>Infringement of the Manchester CTR (Class D) by a C172. Standard separation maintained. At approximately time 14:10, the airspace infringement warning alerted me to a target squawking 6160 at 3.3A in the North West corner of the Manchester CTA. Despite attempts to contact the aircraft, no response was received. I ensured that Tower had no departures to affect. I received a call from Doncaster Radar saying that they were working the 6160 squawk and had told the aircraft to turn away from the Manchester CTA. I confirmed with Doncaster that the aircraft was turning away immediately. At time 14:17, the aircraft had indeed turned away from the Manchester CTZ but was still inside the CTA (aircraft had climbed to approx 3.7A). I called Doncaster to say that at that altitude the aircraft was still inside controlled airspace and needed to descend below 3A. Doncaster called back to say that the aircraft was struggling to descend due to terrain but by this time the aircraft had cleared the lateral limit of the CTA. I confirmed the aircraft details with Doncaster.</p>					

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<b>CESSNA 172</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>EGKK (LGW): London/Gatwick</b>	<b>04/05/2014</b>	<b>201405486</b>
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Infringement of the Gatwick CTR (Class D) by a C172 squawking 3767 at 1300ft. Departures stopped. An A320 was sent around and an airborne B737 on a ADN 1D departure was turned off the SID at 2500ft. Standard separation maintained.

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<b>CESSNA 172</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>Manchester Low Level Route</b>	<b>02/05/2014</b>	<b>201405442</b>
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C172 climbed above Manchester Low Level Route altitude restriction of 1300ft and infringed Manchester Class D controlled airspace. AIW activated. Traffic info given. I was vectoring A320 down wind (270deg) off DAYNE and was descending to 4A. I noticed an AIW Southbound approx centre of LLR and 3 miles North of the 05R FAT. In order to maintain 5nm I turned the A320 North and told him of the traffic and why. This was not avoiding action as I had 5nm. The aircraft was on 7366 and I told APC S of its position and level. They made two way contact and identified it. I then saw it descend and resumed vectors to the A320. He saw the TFC and said was a Cessna of some type.  
Supplementary 16/05/14:  
After many years transiting MAN LL route without incident, I feel extremely embarrassed about the infringement, it was down to a momentary lack of concentration, probably looking at ground features. I have learned from this incident and the follow up procedure that heightened concentration must be put into practice when close by to controlled airspace. My sincere apologies to all concerned.

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<b>CESSNA 172</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>Danger Area EGD 703</b>	<b>13/05/2014</b>	<b>201406062</b>
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Infringement of Danger Area EGD703 (Tain Range) by a C172 squawking 7000 indicating 1000ft.  
Whilst working as the duty Air Controller I received a phone call from the LARS controller at RAF Lossiemouth asking if I was working traffic squawking 7000 4 miles South of Dornoch Airfield. At the time I wasn't working any traffic and duly made 2 blind transmissions on Tain VHF frequency 122.750 in case the ac had this selected, without success. Shortly after this phone call I received another from the duty Inverness Radar Controller asking the same question. The Inverness controller informed me that this ac had infringed airspace at Lossiemouth and that it had flown through his departure lane. Using Mode 'S' at Inverness the controller identified the aircraft and confirmed that it was approx 4 miles South of Dornoch Airfield indicating 1000ft. I was not unable to raise the ac at any time nor was I able to get visual with it. The ac disappeared off radar and Inverness was unable to give further updates. No bookings had been made for ac although the possibility always remains for 'Bootleg' traffic at any time.

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<b>CESSNA 172</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>EGKK (LGW): London/Gatwick</b>	<b>21/05/2014</b>	<b>201406540</b>
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Infringement of the LTMA (Class A) by a C172 indicating 2800ft, resulting in loss of separation with inbound traffic. Traffic info and avoiding action given.  
C172 at 3A entered CTA just South of MID at 3A tracking East. B737 is downwind, just about to give avoiding action when an outbound aircraft checks in he is told to standby and avoiding action given and some traffic information. C172 starts to track North and B737 is turned away again to the localiser. Twr is informed A319 is given delaying action to avoid infringer and climb to keep inside CAS.  
Supplementary 29/05/14:  
I planned a circuit of the Isle of Wight and a visit to Redhill for the return via the Dartford Crossing. I made a PPR call to Redhill before leaving. I was running late and, on leaving the Isle of Wight, decided to return directly to EGTR. I decided to call Redhill around MID to tell them I was not coming and then to switch to Farnborough for a basic service and transit. I called Redhill to tell them not to worry and switched to Farnborough. Almost immediately I heard Farnborough ask if the plane about a mile north of MID was on frequency. I responded that it was probably me and I was about to call them. I was surprised that they had called me and looking at the chart realised that I was at 2600ft in the 2500ft LTMA immediately to the east of MID. I descended immediately and the return to EGTR went as planned. I had observed the 3500+ LTMA note to the West of MID and the 2500+ note to the North of Slinfold but, for some inexplicable reason, I had overlooked the 2500+ note immediately to the East of MID and thought I was still in 3500+ airspace.

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<b>CESSNA 175</b>	<b>CONTINENTAL (TELEDYNE) USA 300 FAMILY</b>	<b>Rejected take-off</b>	<b>Slinfold</b>	<b>24/04/2014</b>	<b>201405596</b>
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UK Reportable Accident: Rejected take-off and runway over-run. Three POB, no injuries reported. Substantial damage to aircraft. Subject to AAIB AARF investigation.

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<b>CESSNA 208</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Taxiing: Other</b>	<b>EGVP : Middle wallop</b>	<b>04/05/2014</b>	<b>201405630</b>
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LH wing tip collided with gate while taxiing through.

Aircraft was engaged in a weekend parachuting operation. The incident took place on day two immediately after the first start of the day. The previous evening, the two aircraft had been taxied through electric security gates and parked inside the airfield domestic area security fence. The first aircraft to be taxied out the next morning was this one. The aircraft was taxied at a slow pace towards the open gate with a marshaller giving hand signals throughout the taxi phase. As the aircraft approached the open gates the pace was slowed to less than walking speed. The aircraft was stopped and then allowed to trickle through the gap at an even slower speed. The marshaller was waving the aircraft through the gap. The marshaller suddenly changed his hand signal to stop and at the same time the pilot noticed that the port wing tip had come into contact with the gate. The DZ controller had contacted the fire section previously to ask them to open the gates to allow the aircraft to come through. What no one knew was that the gates, while fully open the previous evening had not been fully opened in the morning. Thus, having had a gap approximately 5' wider than the aircraft wingspan the previous evening, the following morning the gap was too narrow. Neither the pilot nor the marshaller (who was the pilot of the second aircraft and had successfully taxied his aircraft in the previous evening) had realised this. The aircraft was shut down and engineering assistance sought. The aircraft was inspected by a licensed engineer and certified as serviceable. A small dent in the leading edge was noted and the intention is to have this repaired during the next scheduled servicing. The aircraft returned to service following the inspection and continued to fly for the remainder of the weekend.

<b>CESSNA 406</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Normal descent</b>	<b>EGMC (SEN): Southend</b>	<b>24/03/2014</b>	<b>201403726</b>
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Door warning caption illuminated following a short period of light turbulence.

After a short period of light turbulence was encountered, the master warning "Door Not Locked" caption illuminated. The crew maintained 1000ft and reduced speed to 140kts. The emergency checklist was actioned. The caution was thought to be spurious as visually all exits and latches appeared normal. However, as this could not be confirmed it was decided to curtail the patrol and land as soon as practicable as per the checklist. A normal VFR approach and landing was made. On landing the caption extinguished itself. On shutdown and exit from the aircraft, all doors and hatches were found to be secured and serviceable. All doors functioned normally after landing. All were found properly latched. It was thought that the encounter with light turbulence may have unseated a door microswitch. An examination of all doors and micro switches revealed no fault. The fault has not recurred. Research into technical records revealed a previous instance of a door warning light being illuminated but on sister aircraft in June 2012 when the rear entry door microswitch required adjustment. Crew advised to report further if the fault recurs.

<b>CESSNA 421</b>	<b>CONTINENTAL (TELEDYNE) USA 520 FAMILY</b>	<b>Cruise</b>	<b>En route</b>	<b>21/02/2014</b>	<b>201403316</b>
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Aircraft returned due to elevator trim failure.

During later stage of a 1:40 level transit conducting environmental data gathering, in clear air with good visibility, the AP trim alarm sounded. AP disconnected. Investigation revealed that the electric trim would not motor when initiated via pilot trim switch. Trim CB reset, no change. Manual trim wheel appeared locked in position. Flight task in final stage. One passenger briefed on situation and requested to remain seated with belt fastened for remainder of flight. Control check carried out. Descend requested from ATC for normal return to home / maintenance base. Reduced speed and ROD profile completed initially. Passing approx FL200 manual trim stiff but usable, passing approx FL150 manual trim free and moveable through practical range. Normal descent and recovery completed. Engineering assistance sought from company Part 145. Fault investigation carried out. All elevator trim control cables checked for tension / freedom of movement. All satisfactory. Electric trim fault traced to 55x autopilot comp / programmer. Unit removed and sent for repair. Returned repaired unit re-installed and op checkout of elevator trim carried out satisfactory.

<b>CESSNA 510</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>Not specified</b>	<b>02/04/2014</b>	<b>201403928</b>
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Altitude excursion. Standard separation maintained.

C510 called on freq routing to GWC at FL250. Shortly afterwards noticed the aircraft's mode S readout indicated FL258 climbing to FL280. Pilot claimed this was his cleared level, and was corrected and reissued clearance of FL250 which the aircraft then descended to.

<b>CESSNA 510</b>	<b>PRATT &amp; WHITNEY (CANADA) Other</b>	<b>Climb to cruising level or altitude</b>	<b>WCO</b>	<b>07/04/2014</b>	<b>201404280</b>
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Aircraft in climb to cleared FL80, stated they had a technical problem and were subsequently observed to climb to FL083. Standard separation maintained.

I was the NW controller at the time of the incident, I climbed an aircraft to FL80 to join controlled airspace. He stated that he had a technical problem and would get back to me. I then observed that he went to FL83 so I instructed him to descend to FL80 on the standard pressure setting. Separation was not lost against inbound aircraft.

<b>CESSNA 510</b>	<b>PRATT &amp; WHITNEY (CANADA) Other</b>	<b>Scheduled maintenance</b>	<b>EGHH (BOH): Bournemouth/Hurn</b>	<b>07/05/2014</b>	<b>201405680</b>
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Service Condition report. Corrosion found leading to a review of inspection procedure.  
 Inspection Document (ID 32) - The Landing Gear corrosion inspection states that the trunnion and side brace actuator do not require removal to facilitate the inspection. Whilst completing the inspection corrosion was found on the RH trunnion meaning removal & replacement was required. Upon removing the side brace actuator pin it was noted that the trunnion was seized solid in position and required a great deal of force to move it, this would have a direct impact on the emergency freefall and blowdown of the main gears. If corrosion had not been identified then this particular defect would not have been detected. Recommendation to OEM is to amend the AMM to incorporate a procedure to remove the side brace actuator pin, which would in turn permit a physical check for freedom of movement and prevent potential issues when the emergency release and blow down system is required in an operational situation. Note: ID MB- Landing Gear System functional check is carried out every 950 hours

<b>CESSNA 525</b>	<b>WILLIAMS FJ44</b>	<b>Scheduled maintenance</b>	<b>EGHH (BOH): Bournemouth/Hurn</b>	<b>10/03/2014</b>	<b>201402966</b>
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Nose gear door linkages found to be mis-rigged.  
 During a routine landing gear corrosion inspection document ID 02 (Task # A530008), it had been noted that the nose u/c doors had closed in the incorrect sequence. This scenario has the potential of the nose gear doors failing to open and the nose gear assembly failing to extend. Root cause was the mis-rigging of the forward door linkages at a point in time previous to the aircraft being maintained by this maintenance organisation. Action Taken: Nose Gear doors re-rigged iaw MM 32-20-00 B (Rev 20).

<b>CESSNA 525</b>	<b>WILLIAMS FJ44</b>	<b>Initial Approach</b>	<b>EGVF : Portsmouth/Fleetlands</b>	<b>15/05/2014</b>	<b>201406318</b>
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Aircraft routed through the Fleetlands ATZ (Class G) NE to SW on final approach to R/W 23 Lee on Solent without obtaining information from the flight information service air traffic unit in accordance with the LOA.  
 Appropriate CAA action is to be taken.

<b>CESSNA 551</b>	<b>UNKNOWN</b>	<b>Climb into traffic pattern</b>	<b>EGPC (WIC): Wick</b>	<b>14/03/2014</b>	<b>201403085</b>
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Aircraft returned due to pressurisation problems.  
 Aircraft departed. When instructed to contact Moray sector 133.850 the pilot reported standby due to a technical issue and advised maintaining A045 heading 325 to try and resolve the problem. Moray sector was advised and a local standby initiated. Aircraft advised it was a pressurisation problem and requested to divert back to the airfield. After executing a visual approach, aircraft landed RW31.

<b>CESSNA F172</b>	<b>LYCOMING 320 FAMILY</b>	<b>Landing roll - off runway</b>	<b>EGTF : Fairoaks</b>	<b>05/05/2014</b>	<b>201405542</b>
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UK Reportable Accident: Aircraft overran the runway and overturned. Two POB with minor injuries. Minor damage to aircraft. Subject to AAIB AARF investigation.

<b>CESSNA F406</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Normal descent</b>	<b>EGLF (FAB): Farnborough civil</b>	<b>06/05/2014</b>	<b>201405709</b>
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Loss of deconfliction minima. Avoiding action and traffic info given.

Whilst plugged in as the TWR controller I observed 2 inbound aircraft on the ATM. As the number one aircraft turned on to final and the number two aircraft appeared to be in a position to start a turn downwind my attention was taken away from the ATM and runway briefly (I cannot remember the cause). The number one aircraft then called me (F406), I looked at the runway, and then at the ATM and began to issue the landing clearance, but noticed that the number two aircraft (Falcon 2000) was in an unusual position and appeared to be tracking close to the final approach. I immediately assessed that APR would be busy rectifying the situation as they could, so elected not to call them initially and to instead issue avoiding action by instructing F406 to descent immediately to 1400ft due apparent traffic ahead (F406 was already in the descent on the ILS so would have remained clear regardless) with the intention of gaining greater distance between the aircraft. As I issued the avoiding action I was visual with both Falcon 2000 and F406 concurrently, F406 also advised visual with the traffic and I advised F406 I was also visual and then cleared F406 to land without incident. Before I could call APR was given a break and relieved. I discussed the incident a short while later with the APR controller who explained the scenario and informed me Falcon 2000 had also reported visual with F406 several times.

Supplementary 09/05/14:

I was the trainee working Farnborough Approach under the supervision of my OJTI whilst working towards a level 2 check. The number one aircraft was a F406 and the number two aircraft was a Falcon 2000 was flying down wind for Runway 24 with approximately 20 miles until touchdown; F406 was approaching from the South in a descent to Altitude 4A. F406 was maintaining altitude 2.4A at this time. I descended Falcon 2000 to altitude 3.4A shortly before continuing its descent to Altitude 2.4A whilst still on a northerly heading between 5-10 miles South of the EGLF over head. Shortly after descending Falcon 2000 to Altitude 2.4A I noticed there was another aircraft being worked by Farnborough LARS West currently South/South West of Ockham tracking westbound at Altitude 2A. After asking the LARS West Controller what that aircraft's intentions were, it was said that this aircraft was going to fly around the Gatwick Zone towards the South Coast. At this point it was also confirmed that a primary contact running to the East of the Falcon 2000 tracking north bound was capped not above Altitude 1.4A. At this point, F406 was turned onto a base leg still maintaining Altitude 2.4A. It was then brought to my attention that the original LARS West Aircraft that was going to be routing around the Gatwick Zone was now routing via Guildford before turning South and that there was another aircraft working LARS West currently near WOD coming around the EGLL zone inbound to EGTf. My plan was to keep Falcon 2000 flying North towards the Southern Aerodrome boundary before turning him East on a downwind heading to fly between the LARS aircraft routing via Guildford and the final Approach for Runway 24 that F406 was shortly establishing on. I instructed F406 to contact Farnborough tower on 122.5 before turning Falcon 2000 who was approaching the EGLF ATZ onto a 090 degree heading for the downwind leg. As he took the turn whilst still maintaining Altitude 2.4A, Deconfliction minima was lost with F406 who had not yet started to descend on the Glide path. Upon realising that this turn was not going to achieve Deconfliction Minima, my OJTI took the RT and issued another heading to Falcon 2000 before issuing another heading with the prefix avoiding action. The Falcon 2000 pilot confirmed he was in the avoiding action turn and that he was visual with the F406.

Supplementary 14/05/14:

I was working as OJTI in the Approach position with a Level 2 trainee with approximately 85 hours. Approach and LARS traffic was light with minimal LARS conflicts, but the position was split due to the trainee's level of experience. The trainee was vectoring two aircraft, an F406 was at 3.4A on a downwind heading and a Falcon 2000 had just been released by TC SW descending to 4A. When the pilot of the Falcon 2000 checked in on frequency the trainee gave arrival information and descent to 3.4A. F406 was then given descent to 2.4A and turn on to base leg. At this point I asked the trainee to look to see what conflicts there were that may affect the Falcon 2000 and the trainee asked LARS for information on an aircraft squawking 0431 and a primary contact in the vicinity of Guildford. LARS advised that the 0431 was routing KR-KA around the western edge of EGKK and that the primary contact was operating not above 1.4A and had been positively identified on the Pease radar which was showing the a/c's SSR code. The trainee then descended the Falcon 2000 to 2.4A with the aircraft still on track EGLF. The trainee continued to work the traffic and we noticed that the 0431 squawk wasn't routing around the EGKK zone, so the trainee checked with LARS what the pilot was doing. LARS advised that the pilot was now routing via Guildford and was a student so to treat with caution. At this point I discussed with the trainee that as the Falcon 2000 was already at 2.4A we would need to turn the aircraft on to a downwind heading to parallel 3nm South of the final approach to remain clear of the 0431 and ILS traffic. The trainee turned the F406 on to a closing heading and I told the trainee to turn the Falcon 2000 on to downwind. The trainee transferred the F406 to the tower so I again told the trainee to turn the Falcon and the trainee instructed the pilot to turn right heading 090deg. Whilst I was talking to the trainee and this was all taking place, LARS was also advising us of a 0450 squawk which was looking to route through the final approach and would be a confliction against the Falcon and asking us what we wanted to do with the traffic. As the heading given by the trainee was going to bring the Falcon in to confliction with the F406 on final approach I told the pilot to make it a left turn onto 220 deg and called traffic on the F406 which the pilot reported they had on TCAS. As deconfliction minima was lost and STCA alerted I gave avoiding action turn. Falcon reported visual with the traffic and I asked him to confirm the aircraft was in the left turn. I then instructed the pilot to climb to 3.4A and called traffic on the 0450 which was now 5nm North of his position, meanwhile coordinating descent on the 0450 with LARS. The pilot of the Falcon requested a visual approach, but I advised him to remain on vectors until he was clear of the 0450 traffic and the F406.

<b>CIRRUS SR22</b>	<b>CONTINENTAL (TELEDYNE) USA 550 FAMILY</b>	<b>Level off- touchdown</b>	<b>EGHJ (BBP): Bembridge</b>	<b>12/04/2014</b>	<b>201405651</b>
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UK Reportable Accident: Bounce on touchdown. One POB, no injuries reported. Aircraft propeller damage to be confirmed. Subject to AAIB AARF investigation.

<b>COMCO IKARUS IKARUS C42</b>	<b>OTHER (ROTAX 912- UL)</b>	<b>Cruise</b>	<b>EGLL (LHR): London/Heathrow</b>	<b>03/05/2014</b>	<b>201405472</b>
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Infringement of the LTMA (Class A) by an Ikarus C42 indicating 3200ft. CAIT activated. Standard separation maintained.

A380 was downwind R/H to RWY09L. Ikarus C42 produced a secondary CAIT indicating 3200'. A380 was in such a position that to continue westbound would have taken him out of CAS. I elected to turn him onto a heading of 060 in order to remain South of Ikarus C42 and avoid leaving CAS.

<b>DE HAVILLAND DH82</b>	<b>DE HAVILLAND GIPSY MAJOR</b>	<b>Level off- touchdown</b>	<b>Rendcomb Airfield</b>	<b>03/05/2014</b>	<b>201405703</b>
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UK Reportable Accident: Aircraft bounced on landing. Two POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.

<b>DE HAVILLAND DHC1</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>EGBB (BHX): Birmingham</b>	<b>17/03/2014</b>	<b>201403184</b>
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Aircraft returned due to misfiring engine.

I was working as the tower controller (AIR & GMC combined) when formation were taxiing to the holding point for Runway 33. The formation reported ready for departure, and they were lined up via F1 Runway 33. After obtaining a release from RADAR, departure clearance was issued to aircraft. Shortly after the formation got airborne aircraft requested an immediate return to the field due to a 'misfiring engine'. I asked if an emergency was being declared, to which aircraft responded 'we will require fire service attendance'. Aircraft advised they were to continue as cleared, and identified the aircraft downwind right as the aircraft in distress. I immediately declared an Aircraft Accident Imminent on the CRASH line (time 1511). I instructed the vehicle holding at C2 to vacate the area, and instructed the aircraft lined up to vacate via C due inbound emergency traffic. Once the runway was clear, aircraft was given landing clearance. The aircraft made a safe landing and vacated at L. Aircraft advised no further assistance was required and the fire service were stood down. Aircraft taxied under his own power to the Apron.

<b>DE HAVILLAND DHC6</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Cruise</b>	<b>EGDR : Culdrose</b>	<b>13/05/2014</b>	<b>201406340</b>
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UK AIRPROX 2014/061 - DHC6 and two military jets 5nm North of Culdrose. Traffic info given.

<b>DIAMOND DA40</b>	<b>THIELERT Centurion 1.7 (TAE 125)</b>	<b>Initial climb</b>	<b>EGBE (CVT): Coventry</b>	<b>25/02/2014</b>	<b>201402610</b>
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Aircraft returned due to a power reduction during climb out.

<b>DIAMOND DA40</b>	<b>UNKNOWN</b>	<b>Manoeuvring</b>	<b>LFMN (NCE): Nice Côte D'Azur</b>	<b>17/04/2014</b>	<b>201404718</b>
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Foreign AIRPROX - DA40 and an A319.

Light aircraft trajectory unsafe. We were holding at W3 short of runway 04R, when we saw a light aircraft in a very steep descent high angle of bank, high speed, very low some 30ft, at some stage its trajectory was pointing straight into our direction with time to impact about 3 seconds, had it failed to complete the turn. This aircraft was still on base leg over the threshold. We were uncomfortable by this manoeuvre and thought this aircraft would crash into us, ATC then asked us if we could see a light aircraft on final, we told ATC this traffic was already mid runway. As this all played out straight ahead of our aircraft, our passengers did not notice anything, hence nothing was said over the PA.

<b>DIAMOND DA40</b>	<b>THIELERT Centurion 1.7 (TAE 125)</b>	<b>Cruise</b>	<b>EGCJ : Sherburn-In-Elmet</b>	<b>18/05/2014</b>	<b>201406235</b>
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MAYDAY declared due to increased RPM, warning lights and rough running engine. Forced landing.

Aircraft departs VFR 1 pob, after leaving CAS under a BS, pilot declares Mayday, and wishes an immediate return. Aircraft given surface wind as RW 32 did not seem an option. Captain then requests diversion with an initial vector, the A/C was observed slowly descending. The pilot was stated his issue as, increased RPM, warning lights, and a rough running engine which was losing power. Latest information was passed onto the pilot at which point he stated he would not make airfield and had chosen an Airstrip 3-4nm west of diversion airfield. A/c landed safely.

Supplementary 27/05/14:

After a normal departure and shortly after leaving Departure Zone the pilot initiated a further climb when the rpm rose to the red zone and the pilot reduced the power setting to reduce revs. He then got first ECU A FAIL and shortly after ECU B FAIL. At this point he called Mayday and with the rpm continuing to be "uncontrollable" made a successful landing. After landing he reports a good deal of oil on the lower airframe and the gear box inspection window empty.

Supplementary 29/05/14:

Union on the end of the above pipe was found to be cracked allowing the gearbox oil to deplete during the flight. Engine manufacturer has been advised of the parts failure.

<b>DIAMOND DA42</b>	<b>THIELERT Centurion 1.7 (TAE 125)</b>	<b>Approach</b>	<b>EGBE (CVT): Coventry</b>	<b>19/03/2014</b>	<b>201403287</b>
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Landing gear unsafe indication.

After a simulated asymmetric go-around, aircraft positioned for a visual circuit. Landing gear selected 'down' on base leg during descent. Right main gear light failed to illuminate and gear unsafe light remained 'on'. Landing gear recycled several times in an effort to clear the problem along with recommended 'abrupt' changes in flight path to possibly free stuck gear. Checklist items completed and emergency 'gear lowering' checklist items executed. Gear unsafe indications not cleared. Tower fly by executed to allow ground observer(s) to report apparent position of the effected landing leg. Reports from the ground indicated that the leg appeared in the normal 'down' position. Soft landing executed with engines shut down (dead stick) and fuel and systems 'off'. Landing otherwise uneventful (ground services in attendance). Aircraft restarted and self positioned off the main runway. Initial investigations suggest a faulty micro switch associated with the undercarriage leg concerned.

<b>DIAMOND DA42</b>	<b>THIELERT Centurion 1.7 (TAE 125)</b>	<b>Climb to cruising level or altitude</b>	<b>EGBE (CVT): Coventry</b>	<b>03/05/2014</b>	<b>201405464</b>
<p>DA42 climbed to 2000ft instead of stopping at 1500ft whilst flying a standard missed approach and subsequently infringed the Birmingham CTA 2 (Class D), resulting in loss of separation with a DHC8 in descent to R/W33. STCA activated. Traffic info given.</p> <p>I was the Radar 1 controller. I had a couple of IFR inbounds from the North being vectored for a LOC/DME approach. DHC8 was downwind at 4000ft. I turned the aircraft onto a base leg turn of 065 and once I saw the turn, descended him to 2000 feet. The DA42 was working Coventry on an approach to R/W23. I saw him go around climbing to 1300 feet and it looked like he was turning as they do for a standard missed approach. At this point the DHC8 was 3600 feet descending and I turned him onto a heading of 010 to close the localiser. As he was nearly established I saw the DA42 at 1700 feet crossing the line of the COV corner. I called COV Radar who said they were descending and turning the aircraft which I saw observed on radar and passed traffic to the DHC8 on the DA42 flight which I believe the DHC8 said visual and established. The DA42 flight continued on his flight outside controlled airspace.</p> <p>Supplementary 07/05/14: Incorrectly followed SMA resulting in CAS infringement. Following a successful R/I to R/W23, DA42 incorrectly followed the SMA R/W23 by immediately climbing to 2.0A instead of stopping climb at 1.5A, resulting in an infringement of Birmingham CAS. At the time, the pilot was 'between' frequencies of 118.175Mhz (TWR) &amp; 123.825Mhz (RAD). Once DA42 was on the radar frequency the pilot was instructed to descend immediately to 1.5A with traffic info passed on an aircraft being vectored by Birmingham. Once clear of Birmingham CTR(S), pilot was instructed to resume own navigation remaining outside CAS. The "Coventry Corner" was delegated to Coventry at the time of the infringement (part of the Birmingham CTR up to 2.0A within generally the confines of the Coventry ATZ).</p> <p>Supplementary 13/05/14: The flight was an IR Skills Test, the profile of which included a radar vectored ILS to R/W23 at Coventry, go-around followed by a simulated Engine failure After Take-Off (EFATO). The missed approach instructions were to carry out the published missed approach. After the applicant had completed the go-around the EFATO was initiated by me. While carrying out the appropriate drills the turn to intercept the 299 radial from the DTY VOR was delayed slightly. Once the EFATO drills had been completed power was restored to the failed engine. At about this time Coventry Tower instructed us to contact Coventry Radar but the student did not hear the call as he was engrossed in turning to intercept the radial from DTY. Because of this he also failed to level off at 1500 feet. As an examiner I am required to allow an applicant time to spot and correct any errors, but unfortunately, while prompting him to react to ATC's last instruction to contact radar, I was not quick enough to prevent the aircraft exceeding 1800 feet. Once with radar we were told to descend to 1500 feet (we were already doing so), and advised about commercial traffic inbound to Birmingham with which I had visual contact.</p>					
<b>DIAMOND DA42</b>	<b>THIELERT Centurion 1.7 (TAE 125)</b>	<b>Circuit pattern - base leg</b>	<b>EGKA (ESH): Shoreham</b>	<b>07/05/2014</b>	<b>201406338</b>
<p>UK AIRPROX 2014/060 - DA42 and an unknown aircraft.</p>					
<b>DIAMOND DA42</b>	<b>THIELERT Centurion 1.7 (TAE 125)</b>	<b>Initial Approach</b>	<b>EGKA (ESH): Shoreham</b>	<b>07/05/2014</b>	<b>201406337</b>
<p>UK AIRPROX 2014/059 - DA42 and a DA40D.</p>					
<b>ERCOUPE 415</b>	<b>CONTINENTAL (TELEDYNE) USA Other (C85-12 (McCauley 1B90/CM7148))</b>	<b>Level off- touchdown</b>	<b>Pent Farm</b>	<b>14/05/2014</b>	<b>201406088</b>
<p>UK Reportable Accident: Bounced landing causing damage to landing gear. Two POB, no injuries reported. Subject to AAIB AARF investigation.</p>					
<b>EUROPA EUROPA</b>	<b>BOMBARDIER ROTAX</b>	<b>En-route</b>	<b>EGFA : WEST WALES/ABERPORTH</b>	<b>15/03/2014</b>	<b>201403097</b>
<p>PAN declared due to engine misfiring.</p> <p>The aircraft was requested to squawk 7700 and radio silence imposed on frequency. Aircraft reported his current position and intention to divert to the nearest available airfield. London Centre was informed. Due to problems getting 2-way comms with aircraft, another aircraft on frequency in the vicinity, acted as a relay between London Information, D and D, and the Pan traffic. Both aircraft changed frequency to 121.5, other aircraft remaining in the area to assist until the aircraft landed safely.</p>					
<b>EUROPA EUROPA</b>	<b>BOMBARDIER ROTAX 912</b>	<b>En-route</b>	<b>SAM</b>	<b>02/05/2014</b>	<b>201405437</b>
<p>Infringement of the Solent CTA (Class D) by an aircraft squawking 7000 indicating 2400ft. Traffic info and avoiding action given. Standard separation maintained.</p> <p>7000 squawk observed approaching CTA boundary in the vicinity of Farley Farm indicating 2.4A, initial roll over failed to produce Mode S return. Aircraft just airborne R/W02 towards NORRY, given avoiding action turn onto 050 then 070 as contact entered CAS. Coordinator used Mode S to identify infringer who had previously worked EGGH. Infringing a/c continued to track NE through CAS climbing to 2.7A, blind calls elicited no response. Minimum separation assessed as 5.8nm.</p>					

<b>EXTRA 300</b>	<b>LYCOMING 580 FAMILY</b>	<b>Aerobatics</b>	<b>EGBK (ORM): Northampton/Sywell</b>	<b>07/05/2014</b>	<b>201405784</b>
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Engine shut down to execute a forced landing following throttle cable failure.

The aircraft was being flown as Number 4 of a 4 ship formation aerobatics training sortie. During a formation move from Finger 4 to Line Astern, it was noted that movement of the throttle lever had no effect on the power being delivered by the engine. In accordance with Company Standard Operating Procedures the aircraft was safely manoeuvred away from the other aircraft in the formation, and positioned toward Hi-Key. Whilst positioning the aircraft towards Hi-key a 'handling check' was carried out which established that the throttle lever was not controlling the engine and that the power was fixed at 27 inches of Manifold Air Pressure: this power setting was too high to affect a safe recovery and landing with the engine running. Having positioned the aircraft above Lo-key and when sure of being able to achieve a safe landing, the engine was shut down. The aircraft was landed safely following an Actual Forced Landing. This was a serious emergency that was commendably handled by the pilot resulting in a safe outcome for both the pilot and the aeroplane. Following an investigation by the Part 145(M), it was established that the cause of the malfunction was the failure of the throttle cable. The throttle cable is a metal rod, protected by an outer sheath that connects the rear throttle lever to the fuel injection throttle body. The metal rod had sheared approximately where the throttle cable passes through the firewall bulkhead. No visible damage or kink could be identified in that area though. The aircraft has less than 500hrs total and the cable had not been disturbed since it was installed at manufacture. The Part 145(M) has extensive experience maintaining these aircraft and has not seen or heard of this failure before. The aircraft manufacturers were informed immediately, who stated that there are no previous records of this type of failure. Being a sealed cable, it is impossible to check the status of the other aircraft in the Company's fleet. However, the fact that this issue has not been seen before in a large worldwide pool of aircraft would indicate that it is either a one off or of extremely low likelihood. As such, the Company have recommenced flying the other aircraft within its fleet. The Company's investigation and subsequent reporting process remains open and will conclude in due course.

<b>GROB G102</b>	<b>OTHER (N/A)</b>	<b>Approach</b>	<b>Halesland Airfield</b>	<b>07/05/2014</b>	<b>201405652</b>
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UK Reportable Accident: Aircraft landed in a field adjacent to the airfield and ground looped. One POB, no injuries reported. Aircraft substantially damaged. Subject to BGA investigation.

<b>GROB G109</b>	<b>GROB 2500</b>	<b>Initial climb</b>	<b>EGSP : Peterborough/Sibson</b>	<b>03/05/2014</b>	<b>201405658</b>
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UK Reportable Accident: Aircraft struck trees after take-off. One POB, no injuries reported. Aircraft damage to be assessed. Subject to BGA investigation.

<b>GROB G109</b>	<b>GROB 2500</b>	<b>Cruise</b>	<b>NSS Den Haag Restricted Area</b>	<b>24/03/2014</b>	<b>201405642</b>
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Infringement of Restricted Area NSS Den Haag 50 by a Grob G109.

<b>GROB G115</b>	<b>LYCOMING 320 FAMILY</b>	<b>Standing : Engine(s) Start-up</b>	<b>EGPN (DND): Dundee (Riverside Park)</b>	<b>21/03/2014</b>	<b>201403389</b>
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Smoke issued from engine on start up.

Taxiing from Main Apron to holding point "A", aircraft engine stopped. Instructor attempted a restart and a small amount of white smoke issued from the exhaust. Instructor attempted start a second time. White smoke again issued from exhaust, but much thicker. Moments later the Instructor announced that there was smoke in the cockpit and they were evacuating the aircraft. RFFS alerted by crash alarm and, by the time the outside Emergency Services had arrived, the Airport Fire Chief had confirmed there was no fire and no danger of further fire. Outside Emergency Services were stood down and the aircraft was pushed to the engineering hangar. Incident ended at 1039.

Supplementary 21/03/14:

The incident was an induction fire (backfire) so essentially an over primed (hot engine) resulted in excess fuel in the induction system. Not essentially a fire as such as it was contained in the induction system but the backfire caused an air filter to partially melt. It would be seen as a puff of smoke so from the pilots perspective assumed to be a fire, hence the shut down. The filter was changed and aircraft is fully serviceable.

<b>GROB G115</b>	<b>LYCOMING 360 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>Topcliffe</b>	<b>01/11/2013</b>	<b>201314130</b>
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UK AIRPROX 2013/153 - G115(1) under a Traffic Service and a G115(2) under a Basic Service in Class G airspace. Traffic info given.

This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that despite receiving traffic information on G115(2) the G115(1) pilot climbed into conflict.

<b>GROB G115</b>	<b>CONTINENTAL (TELEDYNE) USA 360 FAMILY</b>	<b>Cruise</b>	<b>Crewe</b>	<b>12/03/2014</b>	<b>201402975</b>
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Possible infringement of the Manchester TMA (Class A) by a Grob G115 at 5600ft. CAIT activated. Standard separation maintained. I was working as SE combined T&P when I observed 7431 squawk activate CAIT and the info this showed was a Grob G115 at A56 where the base is 5500ft. At the time I was Descending an a/c but had far more than 5000ft separation. I called for a Planner and asked him to speak to OS zone to try to verify the a/c altitude, at which point the a/c descended beneath CAS. Trying to establish communication with OS he found out that the OS phone line had been removed from our phone lists. He obtained an outside number but on ringing that he received an unobtainable tone, so he phoned Birmingham ATC and asked them if they could ask OS to phone W2 LAS. A conversation between LAS and OS zone then took place, with the OS zone supervisor phoning back later. The issue with the outside number is when you phone and it asks you to dial in the extension there is no facility to do this so you then have the long winded process of getting the Military switch board who then transfer you to ATC switchboard who then transfer to the appropriate section.

<b>GROB G115</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>Didcot Power Station</b>	<b>14/05/2014</b>	<b>201406342</b>
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UK AIRPROX 2014/063 - G115E and a glider.

<b>GROB G115</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>Peak district</b>	<b>15/05/2014</b>	<b>201406341</b>
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UK AIRPROX 2014/062 - G115E and a paraglider.

<b>GRUMMAN AA5</b>	<b>LYCOMING 360 FAMILY</b>	<b>Taxi</b>	<b>EGTC : Cranfield</b>	<b>16/04/2014</b>	<b>201404656</b>
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Aircraft taxied without ADC clearance. A visiting aircraft requested airfield information and was given the current weather information and readability 5. After a few minutes an unknown aircraft was seen to taxi from the customs apron. I suspected it was the previously mentioned aircraft and instructed them to hold position. The aircraft stopped and I informed it that clearance to move on the airfield was required and requested intentions. The aircraft subsequently completed instrument training.

<b>JABIRU JABIRU</b>	<b>JABIRU 2200</b>	<b>Cruise</b>	<b>EGHI (SOU): Southampton</b>	<b>03/05/2014</b>	<b>201405457</b>
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Infringement of the Solent CTA (Class D) by a Jabiru at 2500ft. Standard separation maintained. 7000 squawk observed climbing into the Solent CTA over the Solent (base 2000). Blind calls made but no response. Bournemouth called but had no knowledge of aircraft. Contact left CAS indicating 2500ft continuing eastbound. Supplementary 02/06/14: Attempts in tracing the pilot in command of the aircraft have been made but without success.

<b>JODEL D11A</b>	<b>CONTINENTAL (TELEDYNE) USA C 90 SERIES</b>	<b>En-route</b>	<b>EGSD : Great Yarmouth/ North Denes</b>	<b>05/04/2014</b>	<b>201404298</b>
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Infringement of the North Denes ATZ (Class G) by an unknown aircraft squawking 7000, at approx 1200ft. Aircraft identified as a Jodel D11. Traffic info given. The pilot of an outbound helicopter taxiing to the landing/departure spot queried the presence of an aeroplane that he observed South of the Heliport. The traffic was not known to ATC and not in RTF contact. Visually estimated to be within the ATZ, height estimated 1200' approx. Radar confirmed it within the ATZ lateral limits. Radar requested to track. Aircraft continued to manoeuvre within ATZ South of Runway 27 while helicopter departed. At about 0955 aircraft departed South tracked by radar. 1007 aircraft disappeared off Radar overhead an airfield. Airfield confirm Jodel D11 landed at that time. Jodel D11 tel to say he tried to contact North Denes on 123.4 about 5 times but nothing heard so assumed we were shut.

<b>JODEL D120</b>	<b>CONTINENTAL (TELEDYNE) USA Other</b>	<b>Cruise</b>	<b>Manchester Low Level Route</b>	<b>21/05/2014</b>	<b>201406444</b>
<p>Infringement of Manchester CAS by a Jodel D120 squawking 7000. CAIT activated. Standard separation maintained. CAIT alerted me to a 7000 (Jodel D120) infringer about 1 mile East of the LLC with no height information. I rang approach and the LAS, approach tried to call the a/c but it wasn't listening out. The tower then rang to say that B737 was going to come out Rwy heading to go South of the infringer, B737 called and the tac turned it left into southeast airspace which had been coordinated. Standard separation was achieved.</p> <p>Supplementary 29/05/14: Primary contact (A7000) was observed entering the zone and tracking up the eastern edge of the LLR, half a mile inside CAS. Blind transmissions were made on 118.575 and 121.350 to no reply. I rang the tower to advise them of the infringement and advised them to stop the outbounds, they elected to continue departures with coordination with the sectors to maintain 5 mile separation from the traffic. After speaking to Barton the aircraft was identified.</p>					
<b>JODEL DR1050</b>	<b>CONTINENTAL (TELEDYNE) USA 200 FAMILY</b>	<b>En-route</b>	<b>MID</b>	<b>03/05/2014</b>	<b>201405476</b>
<p>Infringement of the London TMA (Class A) by a Jodel DR1050 squawking 7000 indicating 3000ft. STCA activated. Separation lost. Aircraft squawking A7000 indicating 3000ft entered CAS at MID. A320 was on a base leg dropping to 3000ft so turned early onto final approach. Aircraft was observed dropping to 2400ft and left CAS. It appeared that the aircraft may have landed at Jackrells Farm. LAT 51.01.35 Long 00.19.28</p>					
<b>JODEL DR1050</b>	<b>CONTINENTAL (TELEDYNE) USA 200 FAMILY</b>	<b>Cruise</b>	<b>EGHI (SOU): Southampton</b>	<b>05/05/2014</b>	<b>201405508</b>
<p>Infringement of the Southampton CTR (Class D) by a Jodel at 1500ft. Standard separation maintained. RWY20, QNH1012, CAVOK, 3A = 170 @20kts. At approximately 1158 I was operating as Solent Radar when a primary contact was observed 6nm NE of SAM, North of BWFA, tracking north inside the CTR. AIW alarmed as an associated 7000 squawk appeared. Mode S indicated the callsign and on making a blind call the pilot replied saying the position might correlate with him. A 3664 squawk was issued and this subsequently identified the infringer. He apologised, saying he had been blown off course. No IFR aircraft affected.</p>					
<b>JODEL DR221</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>EG D036</b>	<b>10/04/2014</b>	<b>201404340</b>
<p>Infringement of active Danger Area EG D036 (Portsmouth) by a Jodel DR221. Jodel DR221 outbound reported onto the frequency at 11:21; after ascertaining its details; I observed on the FID an aircraft on a 1177 in D036. I arranged with military ATC for the a/c to cross the DA's and then informed the pilot of DA activity and his clearance. Military ATC requested we inform the pilot to contact them on landing.</p>					
<b>MAINAIR BLADE</b>	<b>BOMBARDIER ROTAX 462</b>	<b>Final approach</b>	<b>Headon Airfield</b>	<b>17/05/2014</b>	<b>201406359</b>
<p>UK Reportable Accident: Aircraft lost speed on approach and landed heavily. One POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.</p>					
<b>MAINAIR GEMINI FLASH</b>	<b>BOMBARDIER ROTAX 503</b>	<b>Initial climb</b>	<b>EGCK : Caernarfon</b>	<b>15/05/2014</b>	<b>201406076</b>
<p>UK Reportable Accident: Student pilot lost control of microlight on takeoff and crashed onto the taxiway. One POB fatally injured. Aircraft destroyed. Subject to AAIB Field investigation.</p>					
<b>MOONEY M20J</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>En route</b>	<b>06/03/2014</b>	<b>201402773</b>
<p>MAYDAY declared due to rough running engine. Aircraft declares a MAYDAY with a rough running engine. Aircraft was approximately 12NW of Southend at the time of the May Day at Approximately A1800ft. Aircraft requests the nearest airfield for a divert. I suggested North Weald or Stapleford as neither required a significant change of track and both units are equipped with emergency aid (I also suggested some minor airstrips that were closer). Aircraft initially requested North weald at which point a suggested track to fly was given. I coordinated A3000ft inside CAS with Essex radar in case of climb and coordinated the arrival with North weald. Aircraft then advised he was diverting to Stapleford. At this point I provided a suggested track and coordinated with Stapleford his arrival. Relevant wind speeds and pressure was passed together with further suggested tracks until aircraft had Stapleford in sight and subsequently landed. A report from Stapleford via the phone and a relayed message confirmed that aircraft had landed safely.</p>					

<b>NORTH AMERICAN OV10</b>	<b>GARRET AIRESEARCH Other ( T76-G-418 )</b>	<b>Cruise</b>	<b>EGSS (STN): London/Stansted</b>	<b>20/05/2014</b>	<b>201406370</b>
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Infringement of the Stansted TMZ1 (Class G) by an OV-10B Bronco. Inbound B737 given traffic info and avoiding action. I turned the B737 right onto a closing heading for the ILS R22. At which point I noticed a fast moving primary only return to the north east of Wethersfield tracking westbound. Although it entered TMZ 1 the return did not go magenta until northwest of Wethersfield. I issued avoiding action to the B737 (right 310). The primary contact continued west and I turned the B737 further right heading 360. The primary turned northwest for Duxford and I turned the B737 back for the ILS (he went outside controlled airspace). Duxford identified the aircraft.

<b>OTHER (Pioneer 300)</b>	<b>BOMBARDIER ROTAX 912</b>	<b>En-route</b>	<b>EGBJ (GLO): Gloucestershire</b>	<b>16/03/2014</b>	<b>201403149</b>
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Hydraulic failure. Aircraft returned.  
Approximately ten minutes after departing for a local flight, the pilot reported his aircraft had suffered an hydraulic failure and wished to return to the aerodrome. The pilot did not declare an emergency and advised that the aircraft's retractable landing gear was electronically operated, however the pilot reported fluid had 'spattered' the windshield. Full Emergency action was initiated, and a direct join for Runway 27 co-ordinated with APC. The aircraft landed safely and taxied to parking with AFS in attendance.

<b>OTHER (CZAW SPORTCRUISER)</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Cruise</b>	<b>EGGD (BRS): Bristol/Lulsgate</b>	<b>11/04/2014</b>	<b>201404412</b>
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Infringement of the Bristol CTA (Class D) by an unknown aircraft at 2500ft. Aircraft identified as a CZAW Sportcruiser. Standard separation maintained.  
Whilst monitoring RAD1 I noticed a FIS squawk appear at 2500ft southbound. I rang FIR and asked for the aircraft to squawk #5062. The aircraft was identified as a CZAW Sportcruiser and asked to call 125.650. The aircraft did so, brief details were obtained and the pilot asked to call Bristol ATC watch manager. No other aircraft were affected by the infringement.  
Supplementary 14/04/14:  
I was concentrating on radio conversation and unfortunately this led to an increase in altitude. The aircraft is relatively new to me and this flight was the farthest I had flown in the new aircraft. The aircraft is equipped with 2 axis autopilot, (height and direction). My previous aircraft did not have autopilot. I utilised the autopilot and then manual for the descent. The fault I made was not monitoring the height as I should have. I have certainly learnt an important lesson today. I must be in contact with local ATC rather than area radar. I must remain focused on the flight, altitude, altitude setting and be in contact with the appropriate ATC.

<b>OTHER (REPLICA FOKKER DR1)</b>	<b>LYCOMING 360 FAMILY</b>	<b>Taxi to runway</b>	<b>EGBK (ORM): Northampton/Sywell</b>	<b>19/04/2014</b>	<b>201405034</b>
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Aircraft made contact with a holding point display board during taxi.  
Aircraft was taxiing as number 9 of 9 aircraft for a display practise. Whilst taxiing it was observed by staff in the tower that the aircraft had struck and demolished a Holding Point Display board that was positioned directly across the path of the aircraft. The pilot stopped the aircraft and held on the ground for the duration of the display. The pilot admitted he knew the board was there, but lost track of his position due to A) The poor forward view from his aircraft and B) concentrating on his separation from another taxiing aircraft. There was no damage to the aircraft.

<b>OTHER (Skyranger 912)</b>	<b>BOMBARDIER ROTAX 912</b>	<b>En-route</b>	<b>BPK</b>	<b>03/05/2014</b>	<b>201405493</b>
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Infringement of the Stansted TMZ2 (Class G) by a microlight squawking 7000 with no Mode C. Traffic info and avoiding action given.  
Whilst working SS INT I noticed a contact with no mode Charlie just Alpha getting airborne from departure site the contact stayed in the zone which allows the operation of primary or no Charlie. However, the unknown contact continued into the TMZ with no mode Charlie. I immediately issued avoiding action right 360 to the B737 downwind to 04 whilst notifying Luton it would be infringing their airspace. I also passed traffic information on the contact during the avoiding action turn, which then suddenly displayed mode Charlie indicating 1000 altitude. I updated the B737 and turned base for 04 making sure B737 was aware the contact was now a legitimate return

<b>OTHER (CZAW SPORTCRUISER)</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Cruise</b>	<b>Westcott</b>	<b>17/05/2014</b>	<b>201406375</b>
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UK Reportable Accident: Canopy failed in flight. One POB, no injuries reported. Substantial damage to aircraft. Subject to AAIB AARF investigation.

<b>PARTENAVIA P68</b>	<b>LYCOMING 360 FAMILY</b>	<b>Taxi to take-off position</b>	<b>EGUB (BEX): Benson</b>	<b>04/05/2014</b>	<b>201405639</b>
<p>Engine failure during backtrack of the runway.  Following a normal engine start and taxi I stopped at the midpoint hold to carry out the engine power checks and before take-off checks i.a.w the approved operators manual and manufacturer's checklist. The power checks were carried out without incident and all engine parameters were checked and within prescribed limits. Following confirmation that the rear observer was ready for departure I called ATC and called ready for departure. I was cleared to enter, backtrack and line up runway 19 for departure. I entered the runway and asked for the line up checks, these were completed without incident. Mid way through the backtrack, after approximately 300 metres and with approx 300 metres until turnaround I was alerted by a "Check Inst" caption on the PFD. I immediately looked across at the MFD to notice the right hand engine fuel pressure was in the red (low) area. At this point the rear crew member alerted me that the right hand propeller had ceased turning. I asked for a check from his seat if there was any fire or smoke to which he replied that there was liquid, presumably fuel running steadily out of the lower side of the bottom engine cowling. I immediately carried out the emergency engine shutdown memory checks and then shut the other engine down. I alerted ATC as to the issue and gave the call to the rear crew member to evacuate. After evacuating, I observed considerable amounts of fuel draining out of the cowling. Oil was also present on the cowling but did not appear to be mixed with AVGAS. The RFFS attended, there was no fire. The aircraft was towed from the runway back to the hangar with the RFFS in attendance. After parking the aircraft, fuel and oil were still dripping from the engine area 2hrs after the incident. The RFFS remained until the flow had all but stopped. Chief Engineer attended the aircraft 36 hours after the incident and following extensive ground runs and inspections it was found that the engine was running richer than normal and that the probable cause of the event was due to a rich cut. The manual fuel flow valve was adjusted to a more lean position and the electric fuel pump tested for its ability to provide additional fuel during high power settings. Several extensive ground runs were then completed and the issue could not be replicated. The incident was closed and the aircraft released back to service.</p>					
<b>PARTENAVIA P68</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>Amsterdam North Sea Sector</b>	<b>26/02/2014</b>	<b>201405641</b>
<p>Infringement of Amsterdam North Sea Area Airspace by a P68.</p>					
<b>PARTENAVIA P68</b>	<b>LYCOMING 360 FAMILY</b>	<b>Rejected take-off</b>	<b>EGCC (MAN): Manchester/Intl</b>	<b>17/05/2014</b>	<b>201406206</b>
<p>Rejected take-off due to abnormally (High) LH oil pressure indications.  After successful engine power checks aircraft was cleared take-off from 23R. When lined up I set 1500RPM to check engine indications and then released the brakes whilst applying full power of 2700RPM. A check of the engine indications on the Engine Management System (EMS) showed no abnormal parameters. The airspeed was checked "alive" at 40kts to which I then checked the EMS for continued normal parameters. At this stage I noticed the left hand oil pressure had entered the yellow (caution) range and was reading 88psi and rising. It then went into the red (maximum) at 90psi. At that point the pressure did not reduce and after 3 seconds was still in the red, I initiated a rejected take-off. IAS was at 63kts at the initiation of the RTO. Maximum braking was applied and the aircraft stopped without incident. On the runway the rear observer confirmed no obvious signs of fire or smoke. I then allowed the aircraft to taxi off the runway under idle power and monitored the EMS. With the throttles at idle the left hand oil pressure had returned to the green (normal) range of 60-86psi but was around 72-75psi with the right engine in the low 60's. At this point I shut down the left hand engine as a precaution and taxied back to stand single engine. No assistance was required from the Airport RFFS and a runway inspection was carried out with nothing found. Aircraft underwent a 50Hr inspection 14hrs10 previously and had No's 2 and 4 rocker gaskets replaced after the transit back from maintenance (50 min flight) due to significant oil deposits on wing and flap after landing. The aircraft is now awaiting maintenance action to investigate the occurrence. Subject to this investigation further reports will be made if required</p>					
<b>PARTENAVIA P68</b>	<b>LYCOMING 360 FAMILY</b>	<b>Final approach</b>	<b>EGNR : Hawarden</b>	<b>21/05/2014</b>	<b>201406494</b>
<p>Runway incursion. Barrier lights were not activated to stop vehicle between the barriers and the red stop lights.  P68 was conducting visual circuits to Runway 22. I was aware of a colleague's vehicle at the airfield access gate 04. On final approach for a touch &amp; go I believed I had lowered the runway barriers and issued a touch &amp; go clearance. On very short final, the ATSA called our 'barriers'. I checked the runway end and saw the previously spotted vehicle between the barriers and the red stop lights (wig-wags). I pushed the barrier button again (planning to stop the vehicle at the lights), but must have missed the button as the barriers/lights did not activate and the vehicle continued across the runway. I considered issuing a go-around to the aircraft but was concerned that it was in too late a stage of flight at this point to do so safely, so allowed the aircraft to continue. METAR 1150Z VRB03KT 9999 SCT037 17/08 Q1009</p>					
<b>PIAGGIO P180</b>	<b>PRATT &amp; WHITNEY (CANADA)</b>	<b>Climb to cruising level or altitude</b>	<b>EGKB (BQH): Biggin hill</b>	<b>13/05/2014</b>	<b>201405951</b>
<p>Aircraft flew incorrect SDR and climbed to 3800ft instead of cleared altitude 3000ft. Standard separation maintained.  Aircraft was released climbing to altitude 3000ft off Biggin Hill. Aircraft was observed climbing to altitude 3800ft and also didn't fly the correct SDR. No other aircraft were in the vicinity.</p>					
<b>PILATUS PC12</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Normal descent</b>	<b>TIGER</b>	<b>16/04/2014</b>	<b>201404653</b>
<p>PC12 was coordinated into the Sector descending to FL150 level TIGER. A/c called descending FL50 level TIGER.  Controller of South East bandboxed, PC12, a EGLD inbound was coordinated into the sector descending to FL150 level TIGER. Aircraft called descending to FL50 level by TIGER, when he called he was already passing FL150 and was stopped at the next appropriate level (FL120).  Supplementary 17/04/14:  Missed read-back. As the S17 controller I cleared the PC12 (destination EGLD) to FL150 level TIGER and thought the readback was correct. I subsequently transferred the aircraft to TC.</p>					

<b>PILATUS PC12</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>EGSS (STN): London/Stansted</b>	<b>18/04/2014</b>	<b>201404716</b>
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Infringement of the Stansted CTA-2 (Class D) by a PC12 at 2400ft. Traffic info and avoiding action given to a B737. Standard separation maintained.  
At 0700 I was acting as Essex and Stansted Director as I had just bandboxed. My attention was alerted to a secondary CAIT activation at the southern tip of CTA 2. The contact was wearing a FIS squawk and indicating 2400ft, tracking NW bound as though towards BPK. I had turned a B737 onto a heading of 195 in preparation for a left base and given the instruction to descend to 2000ft. As soon as I spotted the infringer I gave avoiding action. Separation maintained throughout. FIS was called and the infringing aircraft details were given as a PC12 flying IFR from EBBR to EGLD. According to FIS, the aircraft had stated he was going to route LAM - BPK.

<b>PILATUS PC12</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Cruise</b>	<b>ALESO</b>	<b>23/05/2014</b>	<b>201406606</b>
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ATC overload at LACC due to military intercept concerning a PC12 which had lost communications with Paris ATC on frequency 120.925. PC12 subsequently diverted. Standard separation maintained.  
I was TC radar working 129.550Mhz in a busy traffic and weather situation. At approximately 1312z a PC12 called on frequency. He stated that he had lost contact with frequency 120.925, and he mentioned Paris and Denham. I asked his current position and he stated that he was over the channel at FL240. I advised the aircraft to remain on my frequency and that I would find the frequency that he required. I was aware that the military were undertaking a security response, and having heard another controller mention Denham, I was able to ascertain that this was probably the target aircraft and I arranged for the TC Ops Sup to be informed. A support controller was quickly put in place to assist me. As the incident was under military control I awaited instructions from them, through my Ops Sup. I was busy with inbound/outbounds to runway 08, but due to an increasing tailwind three aircraft in the radar circuit stated that they were unable to land due to the tailwind now being beyond their limits. All departures were stopped, and coordination took place with the tower to change onto runway 26. One aircraft then stated that he would have to divert to Stansted. Coordination with Luton Air quickly gave me the 26 ILS and their flexibility allowed them to accept the first inbound at 16 nm with the other 5 nm behind. The aircraft that was going to divert was able to accept the 21 nm range to touchdown. 1317z approximately PC12 called on 129.550 MHz again and I stated that I was still trying to find a frequency for him, and that he should continue on his own navigation and remain on my frequency. At 1320z I was instructed to instruct PC12 to turn onto a heading of 180 degrees, which I did and the pilot readback the instruction and undertook the turn. At 1329z I was instructed to tell the pilot to change frequency to 120.925 Mhz. At 1331z I was relieved of my position.

Supplementary 28/05/14:

Was aware AST traffic - PC12 - tracking towards my airspace, no idea of where it was going. Had inbounds descending through the level of the traffic. Was about to transfer the traffic to TC, when told TC could not accept the traffic. I had to turn the 2 aircraft heading 270 having stopped them off above traffic routeing between ortac - thred . I had a level cross at SAM to watch and an outbound north of SAM to climb. For the next few minutes my work load seemed very high. S19 T offered to take my next 2 Gatwick inbounds - to 135.05 then realised he only had 134.440. Had to transfer the aircraft again. Aware my planner was not able to speak to TC despite trying. Was trying to keep everything moving. The traffic between THRED and ORTAC was not resolved. Aware a few minutes later AST stood down. Aware traffic outside controlled airspace, had not been given a change of service. From this point on I considered myself again to be in total control.

Supplementary 28/05/14:

Partial ATC FPL ROUTE : ...BULOL-IDAVO-ARDOL-BAGBI-CHABY-LAULY-BRY-CLM-UTELA-KOPOR-ABNUR-DIMAL-ALESO-ROTNOTIGER- CHT... - Squawking by Nice 6751 on Start Clearance. Between BULOL and IDAVO we were cleared by Paris/125,075 direct CLM FL240 then, on route to CLM, we were ordered to change frequency on Paris/120,925 who asked us to continue CLM FL240 (when we acknowledged, ours, and their readability was 5/5). We heard radio communication the whole time with other aircraft, but never directed at us. Because we were approaching our TOD and ALESO (the UK.FIR), we tried four times in a row to call Paris (still on 120,925) but with no answer - We quickly went through our options and decided to call the UK-ATC Luton-Radar/129,55 (our planned divert airfield we prepared as they would have our flight plan). It was 13:15z and we were 30NM inbound to ROTNO (18NM outbound from ALESO) - Luton received us 5/5 and asked us to Squawk Ident and to stay on their freq, then, when overhead TIGER, to take a 180° heading and contact London/128,250 who asked us to make a 270° heading (we were again over the English Channel) - London informed us we will be intercepted. We saw it on our left wing at 13:35z, still FL240, we rocked our wings and the military pilot acknowledged with the thumbs up and his green light. We were then asked to head 330° and would divert to our original destination. This was acknowledged but at 13:47z London informed us we couldn't go to and we were diverted to an alternative destination. We then followed a standard vectored ILS22 approach at diverted airfield (heading-alt-freqs).

<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Taxiing to/from runway</b>	<b>EGKA (ESH): Shoreham</b>	<b>04/03/2014</b>	<b>201402659</b>
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Smoke in cockpit.

Busy period with night VFR movements. Aircraft was taxiing in on 'A' from Rwy 20. initially call was believed to have been from another aircraft taxiing on 'K' taxiway to holding point 'K1'. Aircraft reported smoke in cockpit. Aircraft observed to have been abandoned on 'A' taxiway abeam parking row 2. Fire cat zero all movement stopped, fire cat 1 movements resumed, aircraft towed from taxiway to hangar, fire cat 2 incident closed.

<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>EGKK (LGW): London/Gatwick</b>	<b>10/04/2014</b>	<b>201404649</b>
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Infringement of the Gatwick CTA (Class D) by a PA28. Standard separation maintained.  
PCAIT alerted my trainee and myself to an infringement 7 NE of EGKK inside the Gatwick CTA on a SE track indicating Mode C 2300. We immediately telephoned EGKR Tower as the aircraft was displaying 3767, the Redhill conspicuity code. We confirmed that Redhill were in contact with the aircraft, identified by Mode S, and requested that the aircraft turned northbound immediately and descended out of the CTA, which it was observed to do. The aircraft did not come within 3nm of the final approach path and in view of the excellent weather and visibility, the prompt actions of Redhill and the pilot of the aircraft, we decided that any avoiding action or delaying action to Gatwick inbounds was unnecessary.

<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>EGHI (SOU): Southampton</b>	<b>19/04/2014</b>	<b>201404750</b>
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Infringement of the Solent CTA (Class D) by a PA28 at 2300ft. Traffic info given. Standard separation maintained.

A contact squawking 0460 was seen 14nm North of SAM indicating 2.5A. I phoned EGLF and asked to confirm it was below controlled airspace. At this time it had dropped to 2.4A so LF said yes it was. The contact continued towards EGHI and subsequently infringed CAS. LF phoned and passed the details. When the a/c came on frequency, I got more information off the pilot like his routing etc. From this, it was evident the pilot was lost so I gave him suggested track to route out of CAS and towards VRP Alderbury which was where he was wanting to go.

Supplementary 22/04/14

I think, due to distance, I lost connection with OCK but did not see the NAV tag on my instrument. The needle remained central and I thought I was on track and drifted to the South thus infringing the Southampton CTA. Human error.

<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>LFAC (CQF): Calais Dunkerque</b>	<b>18/04/2014</b>	<b>201404808</b>
<p>Flight plan and departure message not received for a P28A.  Yet again no VFR FPL recd or DEP message for a flight originating outside UK airspace. This seems to be a very frequent occurrence recently. How could any overdue action be taken if we do not have the return FPL or Departure message for the Arrival aerodrome.</p>					
<b>PIPER PA28</b>	<b>UNKNOWN</b>	<b>Change of cruise level</b>	<b>EGMC (SEN): Southend</b>	<b>22/04/2014</b>	<b>201404863</b>
<p>PA28 deviation from assigned heading resulted in an outbound RJ100 infringing active Danger Area at Shoeburyness. Traffic info given. Standard separation maintained. PA28 calls on my frequency in error as it was supposed to call NE deps. I choose to work it with coordination with NE Deps. Pilot calls requesting descent due icing to FL60. I am informed that he had made this request with TC South already who said I could descend as it had been coordinated with Thames Radar. The aircraft was currently 5 miles South of Southend and therefore would be descending into Thames airspace. The A/C is descended to Altitude 6000ft when it requests a left turn due weather. I turn him left and immediately coordinate with Thames about the action. After a short while the aircraft took a sharp turn right again, heading North, without instruction. I instruct PA28 to turn back onto his previous heading and to maintain 6A feet. Shortly after I instruct the pilot to resume own navigation to BKY, which was spelled as well. I transfer him to NE Deps. Again shortly after the A/C appears to be tracking in a SW direction as opposed to a NW direction towards BKY.  Supplementary 25/04/14:  I was working an RJ100 on a LYD SID off LC and had been given coordinated climb by North via my Coordinator to 6000'. The climb was agreed providing I turned inside a transit ac PA28 also working North that was going to descend to 6000' on top of another inbound and stay on a northerly track. I climbed RJ100 and observed that PA28 had turned onto a Westerly track and was level at 6000'; I elected to keep the RJ100 on a HDG of 105 whilst the coordinator made enquiries. My Coordinator then informed me that PA28 was now weather avoiding on this westerly track so we decided to acquire further climb for RJ100 and my coordinator obtained FL100. I started the climb and then observed PA28 turn onto North straight towards the RJ100. I gave RJ100 a hdg of 010 to turn him away and explained why. I then achieved vertical separation before the turn was complete and turned the RJ100 back on track towards the gate. Unfortunately this turn then took him towards Shoeburyness danger areas despite telling him to keep it a tight turn; my coordinator arranged a cease fire before the ac clipped the DA.</p>					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>White Waltham</b>	<b>16/04/2014</b>	<b>201405097</b>
<p>Alleged infringement of the London CTR and LTMA (Class A) by an unknown aircraft at 3800ft, resulting in loss of separation with traffic in descent to R/W09L. Aircraft identified as a PA28. CAIT activated. STCA activated. Traffic info and avoiding action given.  I was working as the FIN controller vectoring aircraft for approaches onto 09L. At approximately 1410Z, sCAIT was activated by an aircraft near White Waltham. The infringing aircraft was tracking East, approximately 1nm to the north of the 09L extended centreline. The SVFR controller phoned me about the traffic, and I ascertained that he was not working it and it was a genuine infringer. At this point, A319(1) was fully established as the infringing aircraft became magenta right next to it. I issued avoiding action to A319(1), turning onto 180 degrees and passing traffic information. A319(2) was on an establishing heading from the South to intercept 09L. I turned A319(2) left, then subsequently gave an avoiding action further left turn as I reassessed the situation and passed traffic info. A321 was downwind on the South side, I stopped his descent. B777 was downwind on the North side. I also stopped his descent and subsequently gave the B777 a right orbit. I climbed A319(1) to the only safe level I had (due to the A321) which was 4A and passed further traffic info. At this time the infringing aircraft had turned South and was still indicating that it was climbing. The A319(1) said that they had the traffic on their (TCAS) screen. The infringing aircraft went up to 3.8A before the Mode C was switched off. However, the aircraft was still inside CAS laterally. I turned the A319(1) onto a SW heading to try and keep in our RMA and avoid unsafe interaction with other aircraft. The A319(1) was always going to stay ahead of the infringing aircraft. The infringing aircraft switched off Mode A, and eventually the primary return that it now was left CAS so I was able to start vectoring the other aircraft towards 09L. During this time, I had done my utmost to try and achieve the required spacing against infringing traffic, and to keep my own aircraft safe and inside CAS. The A321 was vectored North at 5A, the A319(2) was turned South at 4A, but couldn't be turned onto the approach due to the position the A319(1) at 4A had ended up in. I believe that the infringing aircraft was working White Waltham at the time, the pilot suggesting that he was not above 2.1A. I was informed by SVFR that the highest the pilot should have been in that area was 1.5A. Subsequently, the A319(1) pilot was asked if he was ever visual with the infringing aircraft, and despite being CAVOK, he never saw it.  Supplementary 06/05/14:  ATC have confirmed there was a fault with the aircraft transponder which was providing false information. The aircraft operator has withdrawn the aircraft from service until this problem has been rectified.</p>					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>EGSS (STN): London/Stansted</b>	<b>29/04/2014</b>	<b>201405377</b>
<p>Infringement of the Stansted TMZ 2 (Class G) by an unknown aircraft showing as a primary contact only at 1000ft. Aircraft identified as a PA28. CAIT activated.  Primary contact tracking NW, PCAIT activated. A short time later the contact squawked A7000 and was identified using Mode S as a PA28. The contact called Luton, the altitude was established as 1000ft QNH.</p>					
<b>PIPER PA28</b>	<b>CONTINENTAL (TELEDYNE) USA 300 FAMILY</b>	<b>Cruise</b>	<b>EGPF (GLA): Glasgow</b>	<b>02/05/2014</b>	<b>201405466</b>
<p>Infringement of the Glasgow CTA (Class D) by a PA28 at 3400ft. Standard separation maintained.  I was mentoring a trainee on the RADAR position when I noticed an A/C, squawking 7000, NE of EGPF by 19NM, at A34 and heading NW. The A/C was not on our frequency and in this position and at this altitude was in the Glasgow control area. As my trainee was dealing with traffic to the south of the airfield he didn't notice the infringement and it was only when I was doing my own scan of the RADAR that I noticed it. I pointed it out to the trainee who immediately phoned FIR to ask if they were working the traffic. Another controller phoned EGPF for us to ask them. As my trainee was speaking to FIR the A/C's squawk changed to 7401, the Scottish FIR squawk. The FIR controller said it was a PA28 EGPF to EGEO and reporting at A30. Just at this level showed climbing to A35 and then slowly descending to A30. The FIR controller said the PA28 had said he had the wrong QNH 1016 set. EGPF QNH at the time was 1028. The safety of other A/C was not compromised and the PA28 was allowed to continue with route and altitude and informed of airspace infringement via Scottish.</p>					

<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>BKY</b>	<b>03/05/2014</b>	<b>201405473</b>
<p>Infringement of the Luton and Stansted CTA's (Class D) by a PA28 squawking 4361 at 3500ft. Separation lost. Check West followed by check all applied.  At approx 15.40z, EGBE approach assistant called to inform that they had been trying to contact PA28 which they had been working but had been unable to raise RT contact. Blind transmissions were made on both the Luton and Essex frequency, but there was no reply by the aircraft. At approx 15.43z, an aircraft was observed at BKY squawking 4361 (EGBE), infringing controlled airspace at 3500ft, tracking towards the Stansted overhead, and believed to be involved in a loss of separation with a EGSS departure. I pointed out the 4361 squawk to the Stansted controller, who put a departure check on with EGSS tower. Further blind calls were made on both 129.550 and 120.625 to try to raise the aircraft. A request was also made through GS Airports that D&amp;D try to raise to the aircraft through THRED guard frequency. The 4361 squawk made a turn towards BPK and descended below controlled airspace, before calling EGLF LARS once West of BPK. EGLF confirmed the aircraft and routing details which had previously been working EGBE approach.  Supplementary 06/05/14:  I was Essex Radar and it was relatively busy. GW pointed out a 4361 at 3500 at BKY inside controlled airspace. No CAIT activation went off otherwise we could have acted sooner and more promptly. I had an aircraft depart Stansted on a CPT. I had put him on a Northwest heading and was climbing him. The unknown passed down the left hand side of my outbound. I was going to turn West but corrected that until further North of the unknown. I cannot say but how many miles or what vertical there was. I did manage to put a Check West on, then overhearing Luton and realising the 4361 was likely lost I went Check all. I was given a suspected callsign, did a blind transmission but got no reply.  Supplementary 19/05/14:  The distraction and increased level of anxiety caused by being unable to be heard by Coventry caused me to descend below 2,500 feet too late - causing the infringement. I did descend after Barkway and successfully made contact with Farnborough who explained that I was out of range to be able to communicate to Coventry (even though I could hear them very clearly). Farnborough assigned me a new squawk and I completed my journey as planned and almost exactly on time. I was unaware of the airspace infringement until hearing from my instructor.</p>					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>Not specified</b>	<b>04/05/2014</b>	<b>201405492</b>
<p>Infringement of the Abingdon RA (T) by a PA28 squawking 5032 at 2300ft.  I was in position as the LARS North &amp; East controller (band boxed). PA28 had called on frequency and was given a squawk of 5032. I received a phone call from Oxford informing me that the 5032 was infringing the Abingdon RA(T). I called the pilot and told him to track east immediately as he was infringing. He turned east. At approximately 1315 I informed pilot that again he was infringing the RA(T) and to turn East immediately.</p>					
<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>EGHI (SOU): Southampton</b>	<b>11/05/2014</b>	<b>201405824</b>
<p>Alleged infringement of the Solent CTA (Class D).  0430 squawk observed 12nm East-South-East of SAM tracking North-East indicating 3000ft. Track indicated it would clip the South-Eastern corner of CTA where base is 2500ft. Trainee phoned Farnborough to state that 0430 squawk would enter Solent CTA. Farnborough stated that contact would remain outside. During phone call AIW alerted for 0430 squawk. Trainee advised Farnborough that contact was inside CTA. Farnborough stated that there must be a difference in the airspace maps between the two units, as the 0430 was indicating outside the Solent CTA on their maps.</p>					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Taxi to runway</b>	<b>EGCB : Manchester/Barton</b>	<b>16/05/2014</b>	<b>201406155</b>
<p>Runway incursion 27L  The PA28 was instructed to Hold A3. Aircraft then appeared to enter R/W27L. No confliction. FISO advised the aircraft that it should have held at A3 and subsequently passed a discretionary take-off.</p>					
<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>EGSL : Andrewsfield</b>	<b>16/05/2014</b>	<b>201406162</b>
<p>Infringement of the Stansted CTA/CTR (Class D) by a PA28 at an indicated 800ft. Traffic info given. Separation lost with a B737.  An unknown aircraft squawking 7000 infringed the CTR which caused a B737 to be delayed. I phoned Andrewsfield and the infringer is believed to be a PA28.</p>					
<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Level off- touchdown</b>	<b>EGBG : Leicester</b>	<b>14/05/2014</b>	<b>201406273</b>
<p>Propeller strike on landing.  Aircraft had prop strike on landing. Vacated without further incident. SMS manual and incident log completed.</p>					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>EGKR (KRH): Redhill</b>	<b>21/05/2014</b>	<b>201406412</b>
<p>Infringement of the Gatwick CTR (Class D) by a PA28 at 1000ft. Standard separation maintained.  A Redhill inbound infringed whilst establishing inbound to Redhill. I immediately rang Redhill to identify the aircraft and instructed them to route it north straight away to leave controlled airspace. The Redhill controller had already warned the pilot not to enter Gatwick but he did anyway. Separation was not lost.</p>					

<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Approach</b>	<b>EGNT (NCL): Newcastle</b>	<b>14/05/2014</b>	<b>201406434</b>
Green laser attack.					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Taxi to runway</b>	<b>EGKB (BQH): Biggin hill</b>	<b>18/05/2014</b>	<b>201406583</b>
Runway incursion by a PA28. The pilot of PA28 requested taxi instructions for departure from runway 21. PA28 was instructed to taxi holding point J2 which was read back correctly. This clearance limit was selected in preparation of two departing aircraft from runway 11 (C152 and TB20). A short time later C152 departed and became airborne adjacent to holding point J2 at which time it became apparent that PA28 had taxied past the holding point exceeding the clearance limit. The pilot was asked to report his position to which he replied at J2. The pilot was again asked to confirm if he was at the holding point to which he replied with "just gone past the line". It appeared that PA28 only stopped because the pilot had seen C152 become airborne TB20 had lined up on the runway and was delayed until PA28 had vacated the runway strip.					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>EGKK (LGW): London/Gatwick</b>	<b>16/04/2014</b>	<b>201404654</b>
Infringement of the Gatwick CTA (Class D) by a PA28. Traffic info and avoiding action given. Standard separation maintained. I gave the B737 a heading to intercept the 08R ILS. I then observed a 0433 squawk which had entered the North Western edge of the zone indicating an altitude of two thousand feet. The track of the B737 was going to keep it clear of the infringing aircraft. I phoned Farnborough Approach and was told that they were "dealing" with it. I passed traffic to the B737. The infringing aircraft subsequently turned North away from the final approach track. Supplementary 17/04/14: I was working as LARS West controller, the PA28 had been operating in the Guildford area . The AIW alerted me to the aircraft going into EGKK CTA. initially I inadvertently told the wrong a/c to turn away on to Westerly heading, but realised my error and did tell the Pa28 to descend and turn away onto Westerly heading, which he did and cleared the EGKK CTA.					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Taxi from runway</b>	<b>EGBW : Wellesbourne mountford</b>	<b>09/05/2014</b>	<b>201405835</b>
LH wingtip collision with parked aircraft during taxi in. During taxi in, the aircraft's LH wing tip contacted the tailfin of a parked an unoccupied aircraft. Aircraft secured and operators notified. Initial inspection revealed damage to fibreglass wingtip of the taxied aircraft and a tennis ball diameter dent on the LH side of the parked aircraft's fin. The pilot in command was debriefed regarding the incident and he considered that the reason for the incident was due to his lack of lookout while taxiing on the grass parking area. A notice has been issued to remind all pilots to maintain a good lookout whilst manoeuvring on the grass parking area. Incident investigation closed.					
<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>En route</b>	<b>08/03/2014</b>	<b>201402756</b>
PAN declared and aircraft diverted due to an electrical smell in the cockpit. ATC advised the pilot to squawk 7700 and then contacted the airfield to advise of the precautionary landing, giving aircraft details and requesting they confirm whether two-way radio contact was established. Airfield confirmed that the aircraft had landed safely.					
<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>EGLK (BBS): Blackbushe</b>	<b>15/03/2014</b>	<b>201403098</b>
PAN declared and aircraft returned due to rough running engine. I was on duty as the controller and the workload was high on a busy sunny Saturday. At approximately 1544 the aircraft reported a MAYDAY. The MAYDAY was acknowledged and the pilot declared a "rough running engine" with common (disused) in sight but he wished to continue his flight to return to base airfield as he believed that he could maintain height. I offered the pilot navigational assistance to fly direct to the airfield and made him aware of the local airfields available. I instructed the pilot to squawk 7700 and vectored a "base" aircraft to shadow his progress due to his very low altitude. I was very ably assisted by my ATSA an ATCO colleagues with en route coordination and information dissemination. A/c landed safely at 1554. Supplementary 20/03/14: The captain, an instructor, was training a student on practice forced landings. On the climb out a loud bang was heard from the engine along with severe rough running of the engine and vibration. The instructor took control, levelled off and reduced power to 2300RPM. Rough running and vibration continued at the same level. The instructor climbed to a safer altitude, 1500ft to give a better choice of field for a forced landing and a mayday call was made to ATC on which a basic service was being received. As level flight was being maintained the instructor elected to head back to base. ATC requested a squawk of 7700. The aircraft was flown back and despite continued rough running on the approach, made a safe landing with no injuries. After landing, the aircraft taxied back to parking accompanied by the airport fire crew. The Head of Training inspected the engine and found oil leaking from the top rear cylinder on the left hand side. Maintenance were informed and attended as soon as practicable.					

<b>PIPER PA28</b>	<b>CONTINENTAL (TELEDYNE) USA 360 FAMILY</b>	<b>En-route</b>	<b>EGSX : North Weald</b>	<b>09/04/2014</b>	<b>201404276</b>
<p>Infringement of the Stansted CTR and CTA (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a PA28. CAIT activated. Standard separation maintained. I noticed a 7000 squawk enter the CTR to the SW of Stansted at 2.1A (Base 1.5A) at 14.53. The contact tracked westerly through the CTR maintaining 2.1A activating CAIT. The contact was then seen to track along the southern side of the Luton control zone then to the west of it, before performing some orbits then it disappeared at time 15.16. A passing contact on Luton Radars frequency described it as "a low wing single engine monoplane a lot like a Cherokee" although registration could not be identified.</p> <p>Supplementary 10/04/14: PA28, (mode S showed callsign on radar as the contact had alerted CAIT), tracked West / North West through a CTA at Stansted, Mode C reading 1700ft and 1800ft. I alerted Airports, and asked him to inform North TMA, and I also contacted Stansted Tower. I allowed the outbounds to continue as the east departure was already airborne and the SID track was well behind the infringer, and the next two outbounds were Cpt and their SID track also kept them clear of the infringing traffic. I tried several times to make contact.</p>					
<b>PIPER PA28R</b>	<b>LYCOMING 360 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>BIG</b>	<b>12/05/2014</b>	<b>201405904</b>
<p>Infringement of the London TMA (Class A) by a PA28R squawking 7000 at 2700ft. Traffic info and avoiding action given. Standard separation maintained. I was on duty as LC Director with a trainee vectoring Do328 inbound at 3000 feet QNH 1010 when a 7000 squawking aircraft showing initially 2400 feet on Mode C climbed to 2700 feet into the TMA and in the path of Do328 about 12nm Northeast of BIG VOR. Avoiding action and traffic info was given to Do328 which advised visual with traffic. Tracing action was then initiated on the 7000 squawking aircraft that had descended back to 2400 feet and shortly after contacted EGKB Tower. The aircraft's Mode C was verified using squawk 7055 and QNH 1010 via EGKB ATC. The aircraft was a PA28R locally flying from and to EGKB and had reported turbulence causing climb into the TMA.</p> <p>Supplementary 22/05/14: A comprehensive report was received from the pilot which indicates that the pilot had trouble controlling the aircrafts altitude whilst passing near a squall.</p>					
<b>PIPER PA28R</b>	<b>LYCOMING 360 FAMILY</b>	<b>Take-off run</b>	<b>EGBW : Wellesbourne mountford</b>	<b>07/03/2014</b>	<b>201402749</b>
<p>Landing gear system malfunction. During the ground roll of a flapless touch-and-go, the green nosewheel light extinguished and the gear unsafe light illuminated. It was decided to continue the take-off and leave the undercarriage selected down until at altitude in the local area. The gear was recycled several times and the checklist actions completed. It was not possible to establish a green nosewheel light and the gear unsafe light remained lit. A flypast of the tower was carried out and the ground observers reported no obvious malfunction. A full stop landing was carried out on R/W23 with the engine shut down. On landing, the gear remained 'locked' down. After inspection, the aircraft was taxied clear of the runway with no issues. Awaiting engineering report as to why the emergency extension system failed to work correctly.</p>					
<b>PIPER PA28R</b>	<b>CONTINENTAL (TELEDYNE) USA 360 FAMILY</b>	<b>Landing roll - off runway</b>	<b>EGHE (ISC): Scilly Isles/St. Mary's</b>	<b>21/05/2014</b>	<b>201406545</b>
<p>Aircraft landed normally but overran the runway and rolled into a field at the edge of the airport. Aircraft was holding over an island southwest of the destination airport for 2 aircraft to depart. The aircraft was instructed to continue inbound and report final for runway 32. The aircraft was not visible to the southwest, then it was spotted on final to runway 27, as the pilot called on final, to 27. The aircraft appeared to be in a suitable configuration for 27, the pilot was informed that the wind was 030 12knots, and could he accept 27. The pilot said that he could, and was cleared to land on 27. The aircraft made a normal landing, but he aircraft did not appear to slow down sufficiently. As the aircraft approached the 27 stoplights the crash alarm was sounded. The aircraft continued to roll slowly into the field at the edge of the airport, which is long grass and slopes down, until the aircraft disappeared from sight. The aircraft was called, and the pilot confirmed that the aircraft had stopped, and both the pilot and his passenger were unhurt. At this time Fire 1 called, proceeding to the aircraft, and that the aircraft had shut down and both persons were vacating the aircraft.</p>					
<b>PIPER PA30</b>	<b>LYCOMING 320 FAMILY</b>	<b>Initial Approach</b>	<b>EGJJ (JER): Jersey, Channel Is.</b>	<b>28/02/2014</b>	<b>201402573</b>
<p>PAN declared due to navigation equipment failure. Aircraft was on a base leg of 160 degrees at 3000ft for radar vectors to an ILS runway 27, approximately 12nm from touchdown. His initial PAN call was un-readable as another aircraft was transmitting. He declared a PAN and asked for a ground speed indication as his Air Speed Indicator had failed. He did not believe the Ground Speed given by ATC of 192kts, and asked if any other aircraft at 3000ft for their speed. APS controller then coordinated with the ADI Controller, who was working the only other aircraft at 3000ft in the zone. The airspeed was similar to this aircraft. The pilot was given a closing heading for the ILS to try and get him on the ground as soon as possible, however after taking part of the heading he stopped, and informed ATC that he had lost his heading information as well. He asked to continue on this heading until he sorted the problem out. The controller agreed and instructed the aircraft to descend to 1500ft to try and get him beneath the cloud base. The aircraft did not descend. The Controller asked the pilot, when able, to report his intentions and his POB. The POB was recorded, and the pilot informed ATC at 1725 that some of his instruments had returned. At 1726 he requested vectors back to an ILS, and started his descent to 1500ft. At 1727 the Supervisor coordinated with the ADI ATCO that the aircraft would make an approach and a local standby was initiated. On passing 2000ft the pilot reported visual with the aerodrome and elected to continue visually. The pilot then cancelled the PAN as all of his instruments had returned. The controller asked if the pilot could accept a frequency change; as he could he was transferred to the tower frequency. 1735 the aircraft landed safely. 1739 green in operation.</p>					

<b>PIPER PA30</b>	<b>LYCOMING 320 FAMILY</b>	<b>Approach</b>	<b>EGSC (CBG): Cambridge</b>	<b>26/04/2014</b>	<b>201405444</b>
<p>Overload on band boxed position at Cambridge due to complexity of traffic. Traffic info and avoiding action given.            We have to band-box (combine Procedural Approach/Tower/Ground Movements) to allow colleagues to take breaks, which I did on arrival for the start of my shift. There was little traffic to start off with, but my colleague was willing to curtail his break if the workload increased. The traffic levels were expected to increase as there was a planned IR Fly of 30 plus a/c in to Cambridge. As traffic started to call I requested that my colleague return and in the short time it took him to return, the amount and complexity of the traffic did not allow easy separation of the frequencies. One pilot in particular added significantly to the workload (PA30)) and a contributory factor in my "overload". On his first call I requested him to standby, which increased his impatience. He was asked to call 5nm from Cambridge, he called about 3nm. He was requested to call downwind he failed to do so, and called left base, which put him in direct conflict with Beech 90 on the ILS that had been cleared to land. The ATM showed some lateral separation so I sent PA30 around passed the appropriate traffic information and landed other aircraft. I thought this was the better option as it slowed the erosion of the lateral separation being made by the faster Beech 90. Other factors; it was planned that the visitors would make visual approaches but due to the worsening cloud some requested the ILS, so the Approach workload increased and for those flying beneath the cloud made circuit integration more challenging and so increased the workload for the ADI aspect; lack of manning reduced the availability of radar and forced me to band-box. METAR EGSC 260820z 15012kt 110v190 9999 SCT018 11/09 Q1005= 260850z 15013kt 110v190 9999 BKN012 11/09 Q1005=</p>					
<b>PIPER PA30</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>EGGW (LTN): London/Luton</b>	<b>21/05/2014</b>	<b>201406481</b>
<p>Infringement of the Luton CTA (Class D) by a PA30 squawking 7000 at 3000ft. Traffic info and avoiding action given. Standard separation maintained.            While vectoring B737 an unknown a/c entered Luton CTA at 3000' with a 7000 squawk heading southbound. B737 was just starting his descent from FL90 to altitude 6000'. I gave an avoiding action turn to the B737 and passed traffic information. The unknown a/c descended below CAS to 2400' and was subsequently identified by Thames radar.</p>					
<b>PIPER PA31</b>	<b>LYCOMING 540 FAMILY</b>	<b>Cruise</b>	<b>EGBB (BHX): Birmingham</b>	<b>28/03/2014</b>	<b>201403763</b>
<p>PAN declared and aircraft diverted following lightning strike and subsequent 'baggage door open' indication.            Following a thorough weather and route brief we departed. En route the aircraft was hit by a very large lightning bolt which came from the starboard front and hit the nose area of the aircraft. I checked we were both okay and got the FO to immediately to check for damage in terms of avionics and help assist with diagnosis of any potential problems. I was aware of several annunciator lights showing including the right-hand alternator inoperative light (which on recycling the alternator cleared the fault) and the front nose baggage door ajar light. I decided to declare a PAN and asked for radar vectors for visual approach to nearest suitable airport as were VMC. This airport would offer a better fire and emergency response in the unlikely event that I needed it. I reduced speed and conducted a normal approach and landing. After shutdown and after disembarking it was revealed that the lightning had entered the aircraft via the tip of the nosecone and most probably exited via the left-hand front baggage door compartment area.            Supplementary 31/03/14:            A/c called "PAN PAN..." and requested vectors inbound to XXXXX due to a lightning strike. He was identified approximately 21 miles west of the airfield and vectored in for a visual approach to runway 15. A local standby was initiated. He landed safely and no further assistance required.</p>					
<b>PIPER PA31</b>	<b>LYCOMING 540 FAMILY</b>	<b>Normal descent</b>	<b>MIRSI</b>	<b>15/04/2014</b>	<b>201404915</b>
<p>Aircraft was observed descending from cleared FL100 to FL094. Pilot stated A/P had disconnected. Standard separation maintained.            Aircraft on task operating within the vicinity of MIRSI was observed descending from cleared level FL100. As the aircraft indicated FL096 I asked the aircraft to confirm maintaining FL100. Pilot said the autopilot disconnected and was returning to FL100. Aircraft was observed to descend FL094 before returning to FL100. No traffic to affect.</p>					
<b>PIPER PA31</b>	<b>LYCOMING 540 FAMILY</b>	<b>Taxi from runway</b>	<b>EGHH (BOH): Bournemouth/Hurn</b>	<b>24/05/2014</b>	<b>201406730</b>
<p>Concerns around deep standing water on Taxiway W.            I was cleared to taxi to Bournemouth Handling via T M and W and warned caution standing water on W. Upon entering taxiway W I noticed there were numerous stretches of water across the whole taxiway, so unavoidable. I slowed to walking pace and proceeded through the water. It became apparent as I taxied through the water it was rather deep (estimating 8 inches or more in places) even with taking care and proceeding to what looked like the shallowest parts. Once I got through the water I tested the brakes which were pretty ineffective at this point. I continued onto the pan very slow to parking. My worries is that the water may do damage to the discs as surely once you have landed they must be quite hot and then be cooled by having to taxi through deep standing water. Could the airport not have attempted to clear some of the water after the evening storms.</p>					

<b>PIPER PA32</b>	<b>LYCOMING 540 FAMILY</b>	<b>Cruise</b>	<b>TALGA</b>	<b>07/05/2014</b>	<b>201405647</b>
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Infringement of Airway N864 (Class A) by a PA32. Standard separation maintained.

I was the radar 1 boxed controller when I received a call from Western radar regarding the routing of their 3775 squawk (PA32). They told me that the aircraft had been warned about the proximity of CAS and that the aircraft was about to turn eastbound to remain clear. I then observed the aircraft inside CAS, to the South of TALGA at FL82. Further calls took place with Western regarding the intended routing of PA32. The aircraft informed Western that they were unable to accept an IFR clearance and needed to continue on that track to maintain VMC. The aircraft had entered a Class A Airway N864, the base of which is FL75. Further co-ordination continued with the Western radar controller to get the aircraft out of CAS as soon as possible. No other aircraft were affected on their routing's and there was no loss of separation. The aircraft was seen to exit controlled airspace to the East of N864.

Supplementary 09/05/14:

I was trying to maintain VFR, clouds surrounded the aircraft at -2c. I had no de-icing facilities available, so I was reluctant to enter any IFR conditions. I knowingly entered the airway, maintaining VFR and communication with radar at all times trying to gain permission. Once I found a VFR route I returned to uncontrolled airspace. Again my apologies for this inconvenience.

Supplementary 12/05/14:

The Allocator took a pre-note from London Information on PA32. The aircraft called on frequency and requested a Basic Service. I identified the aircraft and confirmed Basic Service. When I queried his routing I asked if he intended to remain clear of controlled airspace, which he confirmed, and he asked if I could give him a warning if he was getting close. His actual route took him further South than expected, and he turned South towards TALGA. I informed the aircraft that he was 8nm from CAS, and he advised he would be turning East soon. I then called Cardiff to give them a heads-up that the traffic was to remain outside CAS. I then informed the aircraft he was 1nm from CAS, at which point he said he couldn't turn East as he was VFR and asked if he had clearance to enter. I explained that it was not my airspace, and subsequently called Cardiff to Coordinate. We agreed the aircraft would turn East to get him back outside. I put the aircraft on a RCS. The aircraft then informed he could not turn East yet and asked if he had permission to continue on his current track. I again said no, and I asked my Allocator to call Cardiff. Cardiff asked if the aircraft could accept IFR, and upon asking it transpired that he could not. At this point he had turned East was about to leave CAS again so I informed him that it would be a BS again in 1nm.

<b>PIPER PA32R</b>	<b>CONTINENTAL (TELEDYNE) USA Other</b>	<b>En-route - holding</b>	<b>Barrhead</b>	<b>21/04/2014</b>	<b>201404887</b>
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Clearance issues between a PA32 and ATC. Standard separation maintained.

INT checked a/c in at Barrhead to hold using EFPS, I accepted. A/c observed flying past Barrhead straight towards the overhead before contacting me, I held a DHC8 on the ground whilst I got the a/c on frequency and co-ordinated with approach. PA32 was held at Barrhead until I had no more traffic to affect as I didn't want to give a complicated instruction to the pilot. The pilot held at Barrhead for approx 7 min's, then followed an incorrect transmission from me to the pilot to report final, this was due to me forgetting he was crossing through not landing, the pilot challenged this which reminded me of his intentions. After traffic was clear the pilot was cleared to route through the final approach to 05 routing South of the threshold, this was due to the departures. I observed shortly afterwards the pilot was heading directly to the overhead, I challenged him and re-iterated his 05 crossing clearance which he read back on every occasion. I held a second DHC8 on the ground, due to the routing of PA32 which I was watching out the window with interest, the pilot was still routing towards the overhead and as he reached the airfield boundary turned North and crossed through the 23 approach, I decided not to say anything on the RT to the pilot of PA32 as I was concentrating on my other traffic and also an imminent Handover. When PA32 was clear of the 05 climb out and continuing away from the departure path I cleared the second DHC8 for departure.

<b>PIPER PA34</b>	<b>UNKNOWN</b>	<b>Approach</b>	<b>EGNR : Hawarden</b>	<b>07/03/2014</b>	<b>201402752</b>
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Temporary loss of communication.

Aircraft had completed an IFR approach and was General Handling to the west when it experienced RT fail. I contacted D&D to use 121.5 and subsequently regained 2 way comms on the emergency frequency. The a/c was given clearance through CAS on a direct track and handed over on the ICF of 123x35 together with joining instructions in the event of being unable to get 2 way with airfield. The ac was observed to change SSR code after handover and reported as landing safely a short while later.

<b>PIPER PA34</b>	<b>CONTINENTAL (TELEDYNE) USA 346 FAMILY</b>	<b>En-route</b>	<b>En route</b>	<b>10/03/2014</b>	<b>201402845</b>
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Aircraft returned due to engine malfunction.

Aircraft departed and called on frequency and requested diversion back to base due to smoke in the starboard engine. Requested descent which was given. The diversion was co-ordinated. The aircraft did not declare an emergency but selected code A7700. The aircraft landed safely.

Supplementary 10/03/14:

At 08.40 I received a phone call reporting that the aircraft that had departed was returning with a possible starboard engine fire, or smoke. I accepted the a/c in the descent to alt 4A toward the field. Pilot called on freq and stated that there was smoke from starboard engine. At 08:44 the pilot called a PAN, the ac was number one to land as no other traffic to affect rwy 19 was also offered. Aircraft landed safely Rwy01 at 08.42. The starboard engine had been shut down.

<b>PIPER PA38</b>	<b>LYCOMING 235 FAMILY</b>	<b>Taxi</b>	<b>EGPE (INV): Inverness</b>	<b>18/05/2014</b>	<b>201406231</b>
<p>Taxiway/runway incursion by a PA38. I was on duty as ADI ATCO when the pilot of PA38 called up for radio check and taxi instructions for a pre-booked local VFR flight. I instructed the pilot to taxi the aircraft to the compass bay to complete his power checks as I anticipated taxiing a business jet which was starting to the active runway ahead of the PA38. On scanning the airfield as the business jet called for taxi, I noticed that the PA38 had actually taxied past the compass bay, through holding point E1 and was partway down Runway 11 which was being used as a taxiway. The PA38 was starting to turn around with the pilot presumably having realised his mistake. I instructed him to continue down Runway 11 to Holding Point F. The PA38 departed for the local flight shortly thereafter from Runway 23.</p>					
<b>PIPER PA38</b>	<b>LYCOMING 235 FAMILY</b>	<b>Unknown</b>	<b>EGGP (LPL): Liverpool</b>	<b>06/05/2014</b>	<b>201405678</b>
<p>VFR PA38(1) failed to follow ATC instructions which resulted in an IFR B737 receiving/complying with a TCAS RA and executing a standard missed approach to R/W27. Standard separation maintained. B737 went around due to a TCAS RA. VFR traffic on left base PA38(2). Traffic information had been passed. We ended up with 2 aircraft in the circuit at the end of the downwind leg due to PA38(1) in the left hand circuit not following ATC instructions. B737 executed a standard missed approach, and then landed on the second attempt.</p>					
<b>PIPER PA46</b>	<b>LYCOMING 540 FAMILY</b>	<b>En-route</b>	<b>WCO</b>	<b>18/04/2014</b>	<b>201404749</b>
<p>Loss of separation between a PA46 and an A320. Avoiding action given. I was controlling as the TMA NW (BBX) controller. Prior to the handover, PA46 had been identified and told to remain outside CAS. Preceding the PA46, A320 was on a heading for base leg for RWY08 descending to 6A. Moments later, PA46 was observed passing 5.5A where the base of CAS in his position was 5.5A. The PA46 was advised he'd entered CAS, his service was changed from a Basic Service to a Radar Control Service, and avoiding action left 080 degrees was issued. The avoiding action left was chosen so that the PA46 would remain clear of the A320, but also remain inside CAS. He was also told to maintain 6A and issued with the London QNH - this would ensure he was separated from any downwind left hand traffic. Radar were advised, by priority line, of my actions. The PA46 didn't take the first avoiding action and questioned the heading. Subsequent avoiding action right 195 degrees was issued - the heading change was in response to the implied question in the telephone conversation with Radar. The PA46 was issued with the London QNH again, to confirm he had the correct pressure setting. Supplementary 30/04/14: Analysis of the radar and RT showed PA46 in an area where the base is 5500ft. As the aircraft reached 5600ft the controller told the pilot that he had entered CAS as the base was 5000ft. The pilot sounded very 'foreign' and may well have been confused by this as he continued to 5700ft for two radar sweeps then 5800ft whilst the controller instructed him to 'maintain 6000ft' and issued avoiding action. The conflicting traffic was an A320 and already 2.5nm+ in front of PA46. Separation was less than 3nm for 2 radar sweeps.</p>					
<b>QUAD CITY CHALLENGER</b>	<b>BOMBARDIER ROTAX 503</b>	<b>Cruise</b>	<b>Louth</b>	<b>02/05/2014</b>	<b>201405650</b>
<p>UK Reportable Accident: Engine failure forced landing. Two POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.</p>					
<b>RAND ROBINSON KR2</b>	<b>VOLKSWAGEN Other (1834)</b>	<b>Unknown</b>	<b>Temple Bruer Airfield</b>	<b>03/05/2014</b>	<b>201405659</b>
<p>UK Reportable Accident: Aircraft suffered engine failure. One POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.</p>					
<b>SCHEIBE SF25</b>	<b>BOMBARDIER ROTAX</b>	<b>Taxi</b>	<b>EGUW : Wattisham</b>	<b>06/05/2014</b>	<b>201405616</b>
<p>Runway incursion by an aircraft. A single-seat, task-flying exercise was being undertaken at Wattisham Airfield. The Glider tug called for start i.a.w. local procedures whilst on the northern taxiway outboard of the holding point N2, abeam the gliding club caravan. The ADC next noticed that the aircraft had pulled forward onto the runway abeam the gliders without calling for taxi or a line-up clearance. No traffic was balked due to the pilot's actions.</p>					
<b>SCHEIBE SF25</b>	<b>LIMBACH</b>	<b>Climb to cruising level or altitude</b>	<b>Upper Heyford Airfield</b>	<b>15/05/2014</b>	<b>201406343</b>
<p>UK AIRPROX 2014/064 - SF25 and an unknown aircraft.</p>					

<b>SLINGSBY T67</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>DTY</b>	<b>13/04/2014</b>	<b>201404457</b>
<p>Infringement of the Daventry CTA (Class A) by an unknown aircraft indicating 5000ft. Aircraft identified as a Slingsby T67M. Standard separation maintained. I was controlling an inbound which I had descended to FL90 routing direct to HON when I noticed an intruder. The intruder was 8 miles north west of it indicating altitude 5 thousand feet, it was approximately 10 miles west of DTY where the base is A4.5. On noticing it I turned the inbound aircraft onto a heading of 270 degrees and got the co-ordinator to inform inbound aircraft's intended destination of our action they were happy to take the aircraft on that heading and we maintained a separation of at least 5 miles lateral.</p> <p>Supplementary 29/04/14:  We were on an aerobatic training flight. We require at least 4000ft ground clearance to do this safely. The weather visibility was good and cloud base was FEW/SCT 035 there were good size gaps and we stayed in sight of surface and clear of cloud at 4000ft and kept a good lookout at all times. After a while the cloud filled in and we forced down to a lower altitude not enough ground clearance for aeros. We looked around for brighter spaces. I checked the chart for airspace. I saw the step down DAVENTRY CTA FL85 then FL75 then FL65 and FL55 from Brize towards Wellesbourne and across to DTY VOR 5500+ And further northeast over towards East Midlands and DAVENTRY CTA A 5500+ So it looked like free airspace and good weather as long as we are below 5500ft. 4000ft ground clearance is a minimum, however if the weather allows I would always use a higher starting base for an even bigger/safer ground clearance. I just didn't see the writing by Daventry Town DAVENTRY CTA A 4500+ I even asked the pilot to double check the chart and we were both agreed we were clear of airspace. I am very sorry that this happened as you can see I was aware of other airspace around me but just didn't see this part of the CTA. Now I am aware of this airspace I will always check very carefully for any airspace considerations on the ground and again in the air before starting any aerobatics. The thing I can only say is, within the area SE of Birmingham there are a lot of lines on the chart for Daventry CTA some of which are clearer than others. ie the step down triangle from Brize to Wellesbourne and across to the DTY VOR is clear and why we kept below 5500ft. However the area in which we were in looks like clear airspace and low ground good for training. You can see Birmingham CTA D 3500-4500 clearly too, however we didn't see the DAVENTRY CTA A 4500+ written between Daventry town and Draycott Water until looking again on the ground. If this could be made larger/clearer then I believe it would help. I understand it must be difficult to produce the chart with a lot of information overlapping and to not obscure landmarks.</p>					
<b>SLINGSBY T67</b>	<b>LYCOMING 540 FAMILY</b>	<b>Cruise</b>	<b>EGDM : Boscombe down</b>	<b>05/03/2014</b>	<b>201402764</b>
<p>Failure to check HSI post steep turn practice.  The aircraft has a compass synchronising unit to slave the HSI to synchronise with magnetic north during flight. Normally this is left in SLAVE mode. Having got used to the good performance of the system during IR(R) training, I gave less and less attention to it as part of my periodic FREDA checks. However, after a period of steep turn practice on a sortie, an IFR recovery was requested from Approach, with FREDA and FRIB checks being conducted first. Under a Traffic Service, vectors were given to recover from the west of my location, over the SE corner of a Danger Area for a visually flown PAR to runway 23. However, whilst the headings called by Approach seemed reasonable (approx 050M) the view of the ground outside the aircraft looked wrong. After 3 vectors from Approach which further and further right, Approach asked to confirm what heading I was flying. I then checked the standby compass and realised the HSI was 45 degrees in error. I informed Approach of my mistake, who then asked for an immediate avoiding turn to the right. After executing the turn, I re-synched my HSI and recovered via the PAR without further incident. The occurrence served as a harsh reminder not to pay lip service to checks as I must have missed the error as part of my FREDA checks, with the HSI having lost synch during the steep turns.</p>					
<b>SOCATA TB9</b>	<b>LYCOMING 320 FAMILY</b>	<b>Taxi to runway</b>	<b>EGBP : KEMBLE</b>	<b>15/05/2014</b>	<b>201406107</b>
<p>Runway Incursion, TB9 failed to hold at B1.  TB9 had completed departure checks on the North apron and had reported ready. A Hunter was doing circuits and had turned final. TB9 was instructed to taxi to holding point D1 for R/W08. TB9 then taxied to B1 and looked to be continuing on to the runway whereupon he was instructed to 'Hold, hold, hold'. He stopped immediately - his tail was adjacent to the holding point marker. Once the Hunter had gone through the TB9 was instructed to 180 and reposition to D1. Where upon he did and continued with his flight no further incident. Upon landing I spoke to the pilot who said there are no holding point signs (which there are) and it transpired also that he was using an out of date Pooleys map from 2006. The holding points have changed since 2006. I explained that there are holding point signs and taxiway markings, if in doubt he should stop and ask, and I also explained why it is an incursion as he had gone past the holding point. I supplied the pilot with our current AD chart as published in the UK AIP. Upon speaking with the pilot of the Hunter, he was unaware the incident had taken place.</p>					
<b>SUPERMARINE SPITFIRE</b>	<b>ROLLS-ROYCE V1650 (MERLIN)</b>	<b>Taxi to runway</b>	<b>EGKB (BQH): Biggin hill</b>	<b>18/05/2014</b>	<b>201406584</b>
<p>Runway incursion. Aircraft travelled past clearance limit of holding point J1 and was observed to have lined up R/W11.  Pilot of aircraft requested taxi instructions for departure from runway 11 (from the Heritage Hangar). Aircraft was instructed to taxi holding point J1. Aircraft was then observed having lined up runway 11. The pilot was asked to report his position to which he replied with doing power checks on runway 11. The pilot later reported having done the same thing several time the previous day. The pilot submitted his contact details in order to assist with any investigations. METAR EGKB 171120Z 13002KT 9999 SCT025 20/10 Q1024=</p>					
<b>SUPERMARINE SPITFIRE</b>	<b>ROLLS-ROYCE V1650 (MERLIN)</b>	<b>Landing roll - off runway</b>	<b>EGKB (BQH): Biggin hill</b>	<b>22/05/2014</b>	<b>201406614</b>
<p>Runway excursion on landing.  The aircraft drifted to the right during the landing flare and departed the runway onto wet grass and soft ground. The aircraft pitched onto its nose at about 5kts, damaging the spinner and four propeller blades. No injury to the pilot.  Supplementary 29/05/14:  Shortly after the aircraft touched down on runway 21 it started to veer to the right hand side of the runway. The aircraft then exhibited a "fishtail" type of motion and continued to veer to the right hand side of the runway. As the aircraft approached the edge of the runway the tail started to lift and the aircraft left the runway on to the grass finally coming to a stop nose down. The pilot was observed vacating the aircraft and it was later reported that he received no injuries.</p>					

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<b>VANS RV7</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>SAM</b>	<b>13/04/2014</b>	<b>201404460</b>
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Infringement of the Solent CTR (Class D) by an unknown aircraft at 1200ft. Aircraft identified as a Vans RV7. Standard separation maintained. Contact was seen tracking NW at 1.2A. A blind call was made and a response was given from a Vans RV7. I identified the a/c and gave it transit clearance but it had already entered. I informed the a/c he had infringed but had now left CAS.

Supplementary 09/05/14:

The aircraft entered the Southampton Control Zone whilst on a northerly heading in the north eastern extremity of the CTR. The aircraft was identified and informed of the infringement whilst on the frequency. The pilot apologised and felt he was outside the CTR.

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<b>VANS RV8</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>Frensham</b>	<b>16/05/2014</b>	<b>201406188</b>
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Alleged infringement of Farnborough CAS-T (Class D) and the Odiham ATZ (Class G) airspace by an RV8.

An RV8 got airborne from a site near Frensham during CAS-T at Farnborough. The aircraft called up already inside the zone and non transponding. The pilot was told to route VFR not above 2.5A and to avoid the Odiham ATZ. He then proceeded towards the Odiham ATZ at 1.5 and infringed this also. We called Odiham to advise them of the traffic. We tried to identify him by issuing a squawk which was never actually observed on radar so no positive ID was ever achieved. He continued to the North and left controlled airspace.

Supplementary 20/05/14:

I was the OJTI on Lars West with a trainee that had only done CAS-T on Lars once before. At 1154 an RV8 called on frequency, saying he was out of a private site to the West of Frensham. I immediately thought that this might lead to an infringement if he wasn't aware of the CAS-T. The trainee spoke to the aircraft initially and I saw a primary contact appear and move northbound inside the CTR-T. I asked the aircraft if he was aware of the CAS-T, and he replied that he wasn't and informed me of his requested route. I asked him to squawk 0430, gave the aircraft VFR transit avoiding the VO ATZ. The primary contact continued into the VO ATZ, so I asked it what level it was at and also asked it to squawk. He said he was at 1700 which would put it in the VO ATZ. I told him that he should have stayed outside of it, and he replied that he thought I had given him transit. The aircraft was still not identified, but I phoned VO to say that it was believed to be infringing the ATZ, and asked whether they could see the squawk. They couldn't see it either. I told the aircraft that it was not squawking and he came back and said that it was only Farnborough that had a problem with his squawk. I assured him that it was not showing on any of our radars. The primary return then left the CTR-T and the aircraft went on to the next frequency. At no point was it ever identified, but the track of the primary return correlated with the movements of the aircraft on frequency

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<b>VULCAN P68</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>EGGP (LPL): Liverpool</b>	<b>16/04/2014</b>	<b>201404657</b>
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Infringement of Airway N864 (Class A) by a P68 at 3500ft. Standard separation maintained.

P68 routing southbound having passed beneath and to the West of the Liverpool CTA, receiving a Basic Service from Liverpool Radar. Observed turning East and climbing into the portion of N864 (base 3000') at 3500'. This portion of N864 is delegated to Liverpool, and no other aircraft were affected. Aircraft was informed of the infringement, and advised that they could continue on their track at 3500' until leaving. Although previously on a Basic Service, aircraft was observed approaching another aircraft which was at a similar level on a converging track, and so traffic info was passed (a risk of collision was considered to exist) which may have contributed to the change in track to the East.

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<b>YAKOVLEV YAK52</b>	<b>IVCHENKO AI-14</b>	<b>En-route</b>	<b>EGLM : White waltham</b>	<b>03/04/2014</b>	<b>201403969</b>
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Infringement of the London CTR (Class A) by a YAK52 squawking 7000 with no Mode C. Separation lost with two Heathrow inbound.

I was working as the LARS West and Approach controller with the sectors banded as it was low traffic levels. I had just released a departure off Runway 06 when I noticed a 7000 squawk departing the London CTR approximately 5 miles south of EGLM tracking South. An aircraft called me shortly afterwards but I did not catch the callsign as the pilot was very accented - I told the pilot to standby as my departure was airborne and I wanted to speak to it first. I then returned to the aircraft whose callsign I missed and asked him to pass his message. I managed to get all the details from the pilot after a few attempts as he had a very strong foreign accent. He was subsequently given a squawk but not verified as he had no Mode C.

Supplementary 03/04/14:

Secondary CAIT activated SE of the White Waltham ATZ with traffic squawking 7000, with no mode C. It appeared to have departed from White Waltham's north easterly runway and tracked South, through the London control zone before exiting near Bracknell. Details of the aircraft were obtained from the White Waltham radio operator and Farnborough LARS West, whom the aircraft called after leaving the Lon CTR.

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<b>YAKOVLEV YAK52</b>	<b>IVCHENKO AI-14</b>	<b>Landing</b>	<b>EGTO (RCS): Rochester</b>	<b>03/05/2014</b>	<b>201405637</b>
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UK Reportable Accident: Wheels up landing. One POB, damage to wingtips and rudder. Subject to AAIB AARF investigation.

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<b>ZENAIR CH601 (XL)</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Unknown</b>	<b>Ayrshire</b>	<b>14/05/2014</b>	<b>201406026</b>
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UK Reportable Accident: Aircraft struck hedge on approach. Two POB, no injuries reported. Aircraft damage to be assessed. Subject to AAIB AARF investigation.

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**OCCURRENCE LISTING****Aircraft Below 5700kg****OCCURRENCES RECORDED BETWEEN 01 May 2014 and 31 May 2014****ROTARY WING AIRCRAFT**

<b>AEROSPATIALE AS350</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Normal descent</b>	<b>EGXO : Faslane</b>	<b>14/05/2014</b>	<b>201406181</b>
<p>Tail rotor strike. The aircraft was positioning under slung loads in a wooded area close to mature stands of Fir trees. While hovering crosswind and involved in the final positioning of a load, it sustained a wind gust and momentary yaw and the pilot suspected that the tail rotor may have touched the outer branches of a tree. A precautionary landing was performed and the tail rotor damage indicator tabs were found to be bent. The operation was terminated at this time. Engineering inspection was carried out and the Tail Rotor and gearbox were changed in the field by maintenance personnel the following day. The aircraft was then returned to base. Incident graded as 4 and subject to formal investigation by the company. Completed investigation will be forwarded when compiled.</p>					
<b>AEROSPATIALE AS350</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Standing : Engine(s) Start-up</b>	<b>EGTK (OXF): Oxford/Kidlington</b>	<b>17/05/2014</b>	<b>201406347</b>
<p>Rotor blades failed to turn during engine start. Aircraft has achieved total time 4:10hrs, (5 landings) prior to delivery to operator (by road). Ground runs post delivery to commission aircraft. 1. Ground run to warm preservation oil, all satisfactory. Subsequently MRGB and engine oil changed. 2. Approximately 40 minutes later start attempted for another ground run, although engine was accelerating, rotors turned very slowly. Pilot terminated start before fully complete. 3. Blade turned by hand to ensure no binding of rotor brake etc, all satis. 4. Although battery power readings were within limits, ground power connected. Start attempted during which blades failed to turn at all. Start terminated. 5. To investigate, blades turned the wrong way by hand, rubbing sound heard from rear of the engine. 6. On 19 May 14, manufacturer made decision to replace engine. Engine will be returned for investigation. Engine part no 0292000020, serial 50401.</p>					
<b>AEROSPATIALE AS355</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Scheduled maintenance</b>	<b>EGLK (BBS): Blackbushe</b>	<b>22/05/2014</b>	<b>201406523</b>
<p>Unapproved parts found installed on recently acquired aircraft. Vibration springs have been quarantined. The aircraft had been delivered on a low loader and had not flown for five years. A 12 year inspection was instigated and during the inspection, the resonator was removed to facilitate M/R mast and transmission removal for inspection/overhaul by the OEM. It was noted during disassembly, that the vibration springs (x3) were coloured yellow and not green as is normal for this model of aircraft. After consultation/correspondence with the senior product support manager to corroborate our findings, he confirmed that this colour vibration spring is applicable to another series aircraft only as per the IPC chapter 62.00.15.000 pages 04, 05A and 05B. These parts would now be deemed unapproved parts and have subsequently been quarantined. A dedicated base maintenance discrepancy report has been raised. Further other inspections have been and are being carried out iaw 12 year inspection requirements with other anomalies being identified which will lead to further MOR reporting. An ongoing investigation and translation of the foreign maintenance records is being undertaken to determine when the vibration springs were installed and by whom. The correct vibration springs for this model have been placed on order. NOTE: The aircraft is registered only and it will be some considerable time before an application for CofA issue will be raised or submitted.</p>					
<b>AEROSPATIALE SA341</b>	<b>TURBOMECA, FRANCE ASTAZOU TURBOSHAFT</b>	<b>Initial climb</b>	<b>EGNS (IOM): Isle Of Man/Ronaldsway</b>	<b>18/04/2014</b>	<b>201404727</b>
<p>Infringement of the IOM CTR (Class D) and failure to maintain 2 way contact with ATC in CAS. Traffic info issued. The pilot had been advised earlier to call for clearance before becoming airborne. On conclusion of the incident the controller advised the pilot that he believed that he had become airborne without a clearance and that he had been trying to call several times. The pilot was requested to call on landing. This he subsequently did and immediately apologised stating that he did not operate very often in CAS and had forgotten to call before lifting. He realised shortly after becoming airborne that he had not obtained clearance and did so immediately on realising his mistake. The pilot was reminded of the requirement but he was certainly aware that this had been his error.</p>					

<b>AEROSPATIALE SA365</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Cruise</b>	<b>EGLT : Ascot racecourse</b>	<b>10/05/2014</b>	<b>201405877</b>
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Precautionary landing made due to fuel warning and nr1 engine fuel pressure reading zero. 20 minutes into a flight in VMC under VFR, in the cruise stage of flight at 900ft AMSL QNH 1000 Hpa at 145kts IAS, the central warning panel (CWP) displayed a yellow FUEL warning caption. It was noted in addition to this CWP caption that Engine #1 fuel pressure was reading zero. As per the EMERGENCY CHECKLIST fuel pumps switches #1 and #3 (Engine #1) were confirmed to be both in the on position as were fuel pump switches #2 and #4 (Engine #2). All circuit breakers were confirmed to be in the in position and fuel quantity was 400kg total, 200 kg in both left and right hand fuel tank clusters. There was a stable fuel flow of 141 kg/hour to Engine #1 and 139 kg/hour to Engine #2. Engine parameters were all normal and stabilised in terms of Ng, T4 and Torque - as was fuel pressure for Engine #2 (0.7 bar). After completing the above checks Engine #1 RED FUEL Q warning light illuminated on the fuel control panel, a further check confirmed that fuel pumps #1 and #3 were both in the on position. I informed the ATS that I would be making a precautionary landing, given the topography of the terrain there were a number of suitable fields into which make a normal approach and landing. A PDG power line patrol helicopter was able to relay to the ATS that a normal powered landing had been conducted and that the aircraft was safely on the ground. On the approach to land, fuel pump switches #1 and #3 were recycled in an attempt to restore fuel pressure but to no avail. A normal check list shutdown was conducted, with rotors brought to a full stop and master battery switches turned off. The passengers were briefed as to the current situation. During a full checklist start procedure fuel pumps #1 and #3 were turned on independently and a positive fuel pressure indicated of 0.7 bar on each pump. This procedure was repeated approximately 4 times and positive fuel pressure (0.7 bar) was recorded on each cycle of the fuel pumps. With fuel pumps #1 and #3 running the Engine #1 RED FUEL Q warning light was extinguished. A normal start on both engines was completed and ground run at flight RRPM for approx. 10 minutes. There were no CWP or fuel panel illuminations, fuel pressure was stable on both engines (0.7 bar). The aircraft was considered to be serviceable and airworthy and flight was continued to destination with no reoccurrence. Base maintenance was informed of the occurrence.

Supplementary 12/05/14:

Summary of investigation:- Fuel control panel removed and inspected, no faults found. LH fuel equipment plate inspected, correct earthing of boost pumps 1 and 3 verified, no faults found. Test flight carried out, unable to reproduce fault. Aircraft returned to service.

<b>AGUSTA A109</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>EGCC (MAN): Manchester/Intl</b>	<b>11/04/2014</b>	<b>201404472</b>
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Infringement of the Manchester CTR (Class D) by an Agusta109. Separation lost with outbound A320. STCA activated.

Whilst operating as director my attention was grabbed by an AIW 4NM SSW of the airport. Abeam the aircraft was an A320 just airborne at 4A ft. This was a loss of separation as the aircraft was not known or identified to us. The aircraft was a helicopter and had landed this morning at a private site and informed relevant person of the time of departure but no squawk allocated or details left. In future the pilot will phone in before lifting and claimed he tried in the past to call but did not have the new number. This was passed to him.

<b>AGUSTA A109</b>	<b>PRATT &amp; WHITNEY (CANADA) PW200 FAMILY</b>	<b>Scheduled maintenance</b>	<b>EGBK (ORM): Northampton/Sywell</b>	<b>29/04/2014</b>	<b>201405433</b>
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During an 'A' check the main rotor rotating scissor link, upper link bushings were found to be severely worn.

The bushings on the upper scissor link support flange were also found to be worn. Black/brown residue (dust) was found indicating heavy fretting. The Teflon coating on the opposite bushing had delaminated from the metal part of the bushing, so it is thought this occurred on the other bushing, resulting in metal to metal contact, leading to excessive wear and damage. The top hat section of the bushing has been totally worn away leaving a gap of 2.2mm and abnormal play in the main rotor rotating scissor link assembly. The Upper Scissor Link was replaced as a complete item, i.e. Teflon bushings installed from manufacturer, 70.2 flight hours. Main rotor rotating scissor link and upper support flange have been removed from service for replacement with new items.

<b>BELL 206</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Final approach</b>	<b>EGBG : Leicester</b>	<b>13/05/2014</b>	<b>201406198</b>
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Severe vibration. PAN declared.

During a 28 day currency check ride of a rated pilot, 3 circuits were to be flown. A daily 'A' check was carried out by the PIC, an experienced CPL(H) FI, along with the student, the aircraft was found to be serviceable. 2 circuits were completed with the PPL(H) holder as the handling pilot whilst the instructor observed. The aircraft flew without problem or vibration at this point. The last circuit was to include an autorotation to the power recovery to the 'H' (helicopter landing area) parallel with runway 28. As the aircraft was turning from base leg to the final approach, a vertical vibration developed throughout the airframe. Whilst still at 700 feet AGL and approximately 95 KIAS the vibration developed in severity and the instructor immediately took control of the aircraft. With the aircraft level on final approach the vibration continued and developed further to the point at which neither the instructor nor the student could read any of the gauges on the console. It was noted that there were no warning lights illuminated on the caution panel. The instructor immediately lowered the lever and declared a PAN call to Radio reporting severe airframe vibration and his intention to land on the 28 runway. An approach was made maintaining adequate speed throughout the descent. As the aircraft slowed to below approximately 20 knots, the vibration dramatically reduced although still with some vertical vibration. The aircraft maintained the hover momentarily and then the PIC elected to turn off the runway and taxi 20m away to vacate. A normal landing was then made on the taxi-way alongside the Fire & Rescue vehicle. The time taken from the onset of the vibration to a PAN call and approach was around 4-5 seconds. On post flight examination it was immediately clear that the cause was blade tape separating in flight from one main rotor blade. Approximately 4 inches across the leading edge the tape had peeled back remaining stuck on at the aft part of the tape creating what could be described as a small sail. The instructor checked the strike pin on the bottom of the gearbox and found a small but fresh mark confirming contact had been made with the strike pin in flight. The blade tape was removed from both blades, another A check completed - noting the mark on the strike pin and a test flight flown, multiple rated pilots looked over the strike pin and all confirmed they would be happy to fly it with such a small mark. The aircraft was perfectly smooth with all of the tape removed in all portions of the flight from hover, through transition, cruise and then approach. The engineers were made aware that the aircraft was again without unusual vibration now but the strike pin had been contracted and they elected to allow it to fly one flight to the maintenance facility. Another company pilot in the circuit at the time later commented that he struggled to hear much of the PAN call due to the vibration in the handling pilot's voice.

<b>ENSTROM 280</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>Glossop</b>	<b>03/05/2014</b>	<b>201405456</b>
<p>Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000 at 1500ft. Infringer identified as an Enstrom 280. AIW activated. Standard separation maintained.</p> <p>A 7000 squawk was approaching the eastern edges of the zone around Glossop heading NW into the zone. I enquired to traffic known on the frequency for an update to their position but none tied up with the 7000. The AIW set off and Director was warned against the traffic. Enstrom 280 called me and seemed at first quite inexperienced but commented that his radio was poor. I placed him on a Manchester squawk and identified him as the zone infringer. I requested that the aircraft call in ATC but I received no response and from the hesitancy and lack of confidence in the RT voice I elected not to pursue as the aircraft would be landing shortly. No losses of separation or delays to other traffic occurred.</p>					
<b>EUROCOPTER EC120</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Scheduled maintenance</b>	<b>Hulcote, Bedfordshire</b>	<b>03/03/2014</b>	<b>201402652</b>
<p>Maintenance overfly.</p> <p>The aircraft's main battery was due a 6 mth capacity check 07/02/2014 in line with the AMP. Due to adverse weather conditions the owner was unable to position the aircraft to the Maintenance Organisation for the battery capacity test to be carried out. A variation to the Maintenance Programme was requested and raised. This extended the capacity test for a maximum of 18 days, giving a new due date of 25/02/2014. The owner was advised of the need to position for this maintenance to be carried out within this period. The aircrafts last flight within this period was 24/02 but did not position to the MO until 03/03/2014 for this maintenance to be carried out, with no other flights between 24/02 and 03/03. The aircraft is fitted with a Long Life 151CH1 Low Maintenance Battery and although the AMP stipulates a 6 month capacity check the manufacturers recommendation is actually 12 mths, however it is a company requirement for it to be carried out at 6 mths. All departments involved with the Operation and Maintenance of aircraft were made aware of the original due date of the battery capacity test and the date of the subsequent variation expiry. Several reminders were sent to the owner both from the Operator and the Maintenance Organisation that the aircraft must be positioned before the expiry date. He has been made aware of the importance of planning his flying programme around his maintenance and the life limitation requirements.</p>					
<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Scheduled maintenance</b>	<b>EGTG (FZO): Bristol/Filton</b>	<b>11/03/2014</b>	<b>201403000</b>
<p>Fastener missing from RH gearbox inspection panel.</p> <p>During the aircraft check A, the starboard gearbox holding open fastener on the retractable arm was missing. The fastener was found intact on the rear gearbox decking and recovered. Fastener was correctly located at previous check A.</p> <p>Supplementary 13/03/14: RH MGB cowling stay found to be worn and unable to retain fastener. Stay replaced iaw AMM 71-11-00, 8-1.</p>					
<b>EUROCOPTER EC135</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Missed approach or go-around</b>	<b>EGOQ RAF Mona</b>	<b>09/04/2014</b>	<b>201404330</b>
<p>Birdstrike with damage to windshield. Aircraft returned.</p> <p>During go around from an approach to Rwy 22 a bang was heard from the area of the port cockpit chin Perspex. Observer identified it as a birdstrike and the aircraft landed. Inspection revealed damage to the port cockpit chin Perspex; some remains of the bird were located below the yaw pedal attachment points. Engineering assistance sought. Further remains found on the runway identified the bird as a Woodcock.</p>					
<b>EUROCOPTER EC135</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>EGKB (BQH): Biggin hill</b>	<b>07/04/2014</b>	<b>201404242</b>
<p>Infringement of the Biggin Hill ATZ (Class G) by an EC135. Traffic info given.</p> <p>Pilot of an EC135 called requesting to transit the ATZ at altitude 1,1 00ft, the pilot was unable to climb due to low cloud and due to 3 aircraft inbound on the ILS I was unable to accept the flight into the ATZ at that time therefore, the pilot elected to route south of the airfield. The pilot was instructed to "remain outside the ATZ" and to report south abeam. As the Aerodrome Traffic Monitor indicated no change in track the pilot was further reminded to remain outside of the ATZ. The aircraft then entered the ATZ before turning right approximately 0.5nm West of the airfield and tracking south running parallel to the runway in use before leaving the ATZ low level.</p>					
<b>EUROCOPTER EC135</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Cruise</b>	<b>EGGD (BRS): Bristol/Lulsgate</b>	<b>23/03/2014</b>	<b>201403535</b>
<p>Overfly of maintenance.</p> <p>Upon return to base and completion of post flight paperwork it became apparent that the calculations made on the required supporting documentation were incorrect and the check had been over flown by 0.3 hours. Engineering were informed and the required inspection carried out. 1. Briefing to be provided to pilots and engineers. 2. SN03.2013 to be revised and include more specific information and requirement to be more accurate with cross check of technical log. 3. Engineering inspection to be performed when flight hours remaining indicate less than 10.</p>					

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<b>EUROCOPTER EC135</b>	<b>UNKNOWN</b>	<b>Landing</b>	<b>EGKA (ESH): Shoreham</b>	<b>25/03/2014</b>	<b>201404551</b>
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Helicopter given permission to land in front of the terminal building next to an area of outdoor seating, contrary to airport procedures. Damage caused to tables and chairs from then downwash when the helicopter subsequently lifted off. While on final to land, the helicopter requested refuelling on arrival. Following a discussion between ATC and the Fire Crew, the helicopter was given permission to land and park on the main apron in front of the terminal building next to an area of outdoor seating, contrary to airport procedures. On lifting from the same position, the downdraft from the helicopters rotors caused a number of outdoor tables and chairs in the vicinity of the airport restaurant to get blown over causing slight damage. There were no people in the vicinity of the seating area at the time. The Aerodrome Authority and ANSP have investigated the occurrence and have taken appropriate internal action with those involved. The Aerodrome Authority are liaising with the airport restaurant regarding the suitability of outdoor furniture in an airport environment. METAR EGKA 251320Z 07012KT 9999 FEW009 BKN012 08/06 Q1006=

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<b>EUROCOPTER EC135</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>Overhead Long Eaton</b>	<b>10/05/2014</b>	<b>201405740</b>
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Green laser attack.

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<b>EUROCOPTER EC135</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>Overhead Nottingham</b>	<b>09/05/2014</b>	<b>201405741</b>
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Green laser attack.

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<b>EUROCOPTER EC135</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Hovering out of ground effect</b>	<b>Liverpool</b>	<b>11/05/2014</b>	<b>201405828</b>
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Aircraft returned due to multiple electrical equipment failure. Shortly after arriving at the assignment, all of the role equipment, with the exception of the Radios and the downlink, dropped off line, at the same time PITOT HTR, BUSTIE OPN and GEN DISCON displayed in the no.1 column of the CAD display along with HOR BAT in the central miscellaneous column. The downlink antenna was retracted and indicated as 'Up' and the aircraft was returned to base (note: downlink system was displaying check cable). A slow ticking sound was heard on the i/c and shortly before arriving at base, the company radios, TCAS and no.1 ATC radio also dropped off line. Generator no.1 was selected off with no obvious effect on any indication. The aircraft was brought to a high hover over the landing point and prior to descending, the rear TFO by opening the sliding cabin door, visually checked the downlink antenna had retracted Battery amps indications varied between + & - values constantly, and the Generator amps indication after showing rapidly varying values settled at No.1: 5 amp & no.2: 45 amp. Engineering assistance sought.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Standing : Engine(s) Operating</b>	<b>EGPI (ILY): Islay</b>	<b>09/05/2014</b>	<b>201405846</b>
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Main transmission chip caption illuminated. Tasked for an air ambulance mission to transport a patient. Paramedics originally indicated an 'urgent transport', so decision was made to lift off earlier at the Heliport and refuel while the paramedics take over the patient. The aircraft was refuelled, the (walking) patient entered the helicopter and got instructed by one of the paramedics. The engine start was standard, uneventful. During pre-take-off checks both engines switches were put to flight idle, all engine and XSMN values were normal range after engines stabilized on flight idle. Just after having acknowledged 'engine XMSN all normal range, no warnings no cautions' and during uncaging the standby horizon, the 'XMSN CHIP' caution illuminated. Decision was made to shut down engines and terminate the mission until further technical examination. The 4 sectors flown by me before the occurrence were uneventful, as was the morning ground run. Main Transmission Chip detector removed and examined, black paste found on detector. Chip detector wipe taken and assessed as Category A iaw AMM 63-40-00,6-1. Last chip event was more than 100 Hrs ago. Oil filter element removed and inspected, nil debris present. new element fitted iaw AMM 63-21 -00, 4-5. Ground run carried out for 15 mins, no further chip caption indication. Aircraft returned to service.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Scheduled maintenance</b>	<b>EGHO : Thruxton</b>	<b>12/05/2014</b>	<b>201405983</b>
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Engine damage caused by fuel contamination in daily wash.  
When preparing the A/C engine wash rig for the daily wash, there was just under half a container of water. To prevent waste, water is poured from other used containers into the one to be used. Normal engine start carried out, coming to the end of the wash, both the A/C engines were heard to increase in speed, this was also confirmed by the engine instruments. I attempted to shut down both engines with the switches. The engines continued to run so shut down by manual throttle was immediately carried out. Paramedic who was connected to the long intercom lead was also stating that smoke was coming from the engines at the same time as I was shutting the engines down. Both engines once closed down were vent run to reduce their temperature. Ops and engineering informed. On smelling the water container it smelt of fuel as did one of the water containers that I had topped it up with (approximately 1 litres) The wash had used all the water and the fuel being on the top had then been pumped into the engines causing the run up. Waste fuel had been put into one of the old water tubs rather than the dedicated marked contaminated waste fuel container, and when topping up the container I had not checked it was water or smelt any fuel. On inspection of the Engines, No2 Engine found to be seized. Engine manufacturer contacted for advice, No1 Engine to be replaced along with the No2 engine due to possible high temperature internal damage. Aircraft road transported to maintenance facility for both engines to be replaced. Company Safety Event Investigation initiated and is on-going.

<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Approach</b>	<b>Glasgow</b>	<b>11/05/2014</b>	<b>201406411</b>
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Laser attack.

<b>EUROCOPTER EC135</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Hovering</b>	<b>Overhead Slough</b>	<b>11/05/2014</b>	<b>201406427</b>
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Green laser attack.

<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>En-route - holding</b>	<b>EGDG (NQY): St. Mawgan</b>	<b>21/04/2014</b>	<b>201404872</b>
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'BUSTIE OPN' and 'Nr2 GEN DISON' illuminated.  
Whilst orbiting overhead a HEMS scene, #2 BUSTIE OPN and #2 GEN DISCON illuminated simultaneously on the CAD. Actions taken iaw. Emergency Checklist E-2-2, #2 GEN AMPS were SHOWING XXX, so #2 GEN switched OFF. All other indications were normal, apart from the loss of Ambulance radios. We returned to base AS SOON AS PRACTICABLE, which was a 5 minute flight back to base. Engineering assistance sought and operations informed. No2 Electrical Master box fails self test, LED 3 illuminated, ref AMM 24-63-00, 1-1 Table 1. No2 Electrical Master box replaced iaw AMM 24-63-00, 4-1 & 4-2. U POR check carried out iaw AMM 24-30-00, 5-2, No.1 & No.2 set to 28.6 volts, AMM limit 28.5 +1- 0.1 volts. Aircraft returned to service.

<b>EUROCOPTER EC135</b>	<b>UNKNOWN</b>	<b>Manoeuvring</b>	<b>Overhead Bristol</b>	<b>22/04/2014</b>	<b>201405320</b>
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Laser attack x 2.

<b>EUROCOPTER EC135</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>En-route</b>	<b>Overhead Walsall</b>	<b>15/05/2014</b>	<b>201406417</b>
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Green laser attack.

<b>EUROCOPTER EC135</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Cruise</b>	<b>EGNR : Hawarden</b>	<b>21/05/2014</b>	<b>201406515</b>
<p>Autopilot failure. During flight red caption AP A. TRIM illuminated with associated 'gong'. Autopilot displayed on CAD. 3 x /// displayed on upper part of PFD. Autopilot select switch indicating 'Off'. Aircraft landed and engineering advice sought. Supplementary 03/06/14: Autopilot computer/module replaced, aircraft released to service. Similar fault occurred 19/04/14 and subject to MOR action. Component had been fitted to aircraft 86:30 hrs (one month). Inspection report will be requested from component manufacturer. In service report sent to aircraft manufacturer. Investigation ongoing.</p>					
<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Standing : Engine(s) Not Operating</b>	<b>EGCB : Manchester/Barton</b>	<b>24/04/2014</b>	<b>201405277</b>
<p>Fuel found leaking from nr1 engine after shutdown. After closing down the aircraft and carrying out a rotor head inspection, I detected a stronger than usual smell of fuel. On carrying out a detailed inspection in and around the aircraft I found, on the bottom of the Number one engine bay that there was fuel present. Engineering and operations were contacted. The Nr1 Engine prime pump was turned on and the engine motored on a Vent run. Fuel leak was traced to Nr1 Engine HMU. Nr1 Engine HMU replaced law EMM 73-23-00-900-801-COI. Ground run carried out iaw EMM 71-02-13-280-801 and Ground Power Check carried out iaw MSM 05-62-00, 6-3 F(22). Aircraft serviceable and returned to service.</p>					
<b>EUROCOPTER EC135</b>	<b>UNKNOWN</b>	<b>Standing</b>	<b>Taunton</b>	<b>16/05/2014</b>	<b>201406236</b>
<p>Unauthorised person was observed on a helicopter landing site running towards a helicopter which was preparing to depart, with blades spinning. Unauthorised person was intercepted and led away by landing site staff. Helicopter subsequently departed.</p>					
<b>EUROCOPTER EC155</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>EGJA (ACI): Alderney,Channel Is.</b>	<b>07/04/2014</b>	<b>201404198</b>
<p>Infringement of the Channel Islands CTR (Class D) by an unknown aircraft. Aircraft later identified as an EC135 operating below 1000ft. Traffic info and avoiding action given. Acting as OJTI on Jersey Control sector, I observed an unidentified aircraft entering the channel islands airspace approximately 8 nm north east of Alderney. The aircraft was tracking approx 290 indicating on an un-verified mode C altitude below 1000ft. The aircraft was passing approx 5nm, left to right ahead of an inbound aircraft which was descending through 2500 ft approx. I rang the Guernsey radar controller who subsequently turned the inbound aircraft away. It was at this time the unidentified aircraft contacted 125.2. Identified and verified as an EC135 operating below 1000ft responding to a rescue mission. Supplementary 08/05/14 SATCO to remind French Military of the need for timely contact before entering CAS.</p>					
<b>EUROCOPTER EC155</b>	<b>UNKNOWN</b>	<b>Approach</b>	<b>North Sea</b>	<b>13/05/2014</b>	<b>201405964</b>
<p>Altitude deviation. EC155 descended below cleared altitude of 1000ft and was observed descending through 600ft. Norwich Radar called to coordinate a non standard level of 1000ft outbound on helicopter. This was agreed. On first call at around 14.07 pilot stated he was maintaining 1000ft and was placed on an offshore deconfliction service. At 14.11 he was seen to be descending through 600ft to his destination. When questioned he stated he had started his descent for the field and at this point he QSY'd to continue offshore. Supplementary 29/05/14: The crew were distracted by communication problems with the destination platform when flying a relatively short sector at a non-standard altitude. As a result they thought descent clearance had been given but in fact they had forgotten to request this. No other aircraft were affected by the level bust.</p>					
<b>MBB BK117</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Unknown</b>	<b>EGNL (BWF): Barrow/Walney Island</b>	<b>04/05/2014</b>	<b>201405797</b>
<p>Precautionary landing due to low oil pressure. Pilot noticed an oil pressure fluctuation and the low oil light flickered, he was not happy so set OEI condition and looked for a place to land. He retarded the effected engine to idle and made the approach to the HLS he knew that he had just passed. On approach the oil light came on and stayed on and the oil pressure fell to zero. The engine was shut down and the aircraft landed safely. Subsequently no oil was found in the reservoir.</p>					

<b>MD HELICOPTER 902</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Cruise</b>	<b>EGVF : Portsmouth/Fleetlands</b>	<b>02/05/2014</b>	<b>201405958</b>
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MD902 allegedly routed through the Northern portion of the Fleetlands ATZ West to East without obtaining information from the Flight Information Service Air Traffic Unit.

<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Standing : Engine(s) Not Operating</b>	<b>EGSY (SZD): Sheffield city</b>	<b>07/03/2014</b>	<b>201402753</b>
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Fuel lanyard hook found to be loose.  
After removing the fuel filler cap, the metal hook which normally holds the lanyard onto the fuel filler neck was found to be loose. It was removed and the aircraft remained serviceable.

<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Cruise</b>	<b>EGKR (KRH): Redhill</b>	<b>05/03/2014</b>	<b>201402754</b>
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Transmission over torque.  
At 1000ft a short 300rpm climb was commenced to clear the higher ground ahead. It was during this climb that the over torque occurred but no member of the crew observed the high torque indication. On landing back at base some 1hr 10mins later, the aircraft IIDS displayed a "Check Exceed Log" message. The exceedance log was interrogated which indicated a Right Transmission Over torque of 111% for 2secs, however this is within the AEO Transient Over torque band permitted in the RFM of 111% - 124% for 10secs. There was no exceedance recorded on the matched left hand engine. The aircraft was grounded and the Duty Engineer was called. He downloaded the exceedance and associated data logs, passing them to the Maintenance Organisation to resolve.

<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Cruise</b>	<b>EGXZ : Topcliffe</b>	<b>12/03/2014</b>	<b>201403086</b>
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Engine out caption. Considered spurious.  
During a Night Recovery, the pilot was alerted to a potential problem by a single cycle of the low rotor RPM tone and illumination of the ENG OUT caption. Airspeed was immediately reduced to <100kts but further diagnosis revealed that both engines were still operating within normal parameters, with no degradation of Tq or EGT. Shortly thereafter, an EEC caption illuminated on #2 engine which indicated a non-critical fault. Flight was continued which was manned for night flying, and the emergency services alerted accordingly. For the remaining ten minutes of transit, the ENG OUT caption and associated audio repeated frequently, up to several times a minute. However, there was no apparent change in engine performance and no obvious signs of failure or fire. A decision was made to continue monitoring with both engines at FLY, but SE failure drills were discussed by the crew as a potential outcome. Small power changes resulted in correspondingly correct changes in both Tq and EGT, with Nr steady at 100%. However, the pilot also realised that, while the numerical readout of Tq seemed appropriate for the selected speed and collective position, the associated digital bars for both engines were behaving erratically. They were sometimes constant but would also move in tandem, occasionally dropping off the display altogether despite the collective position remaining fixed and the numerical readouts steady. Approaching the MATZ, a reset procedure was attempted (twice) on #2 EEC, but with no effect. Uncertain of the possible cause of failure, the pilot elected to take #2 engine into manual control for landing. A straight-in approach was made and the aircraft landed at dispersal without further incident, although the ENG OUT warning continued to sound periodically. After shutdown (#2 manually) the Fault Log registered NCFUR2=14 indicating a PMS discrete fault. The EEC caption remained after landing and still couldn't be reset.

<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>En-route</b>	<b>Overhead Goldthorpe</b>	<b>15/05/2014</b>	<b>201406435</b>
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Blue laser attack.

<b>ROBINSON R22</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>Birmingham</b>	<b>15/05/2014</b>	<b>201406414</b>
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Green laser attack.

<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>Cruise</b>	<b>Stewarton</b>	<b>27/04/2014</b>	<b>201405172</b>
<p>Infringement of the Glasgow CTR (Class D) by an R44 at 1500ft. Standard separation maintained.  I was operating as an OJTI in INT position. R44 called at 1100, lifting from a site just outside the zone SW of Dalry, heading to Dalbeattie. The helicopter was told to remain outside CAS and, as he was heading South, to free call Prestwick approach on 129.450. There was no radar return showing at this time, and RT cover was poor. At 1105, a 7000 squawk popped up inside the zone, just West of Stewarton, tracking east bound. As my trainee called Prestwick to query the traffic, the R44 called on 119.1, and gave his position as approaching Stewarton. The a/c was issued with a squawk and informed that he had entered the Glasgow CTZ without clearance. (On first contact with PK radar, when they realised that the R44 was in the Glasgow zone, they transferred him back to 119.1). The radar return disappeared shortly afterwards and when queried the pilot reported that he was East of Kilmarnock. He was then told to remain outside the Glasgow CTZ, and to contact PK on 129.450.</p>					
<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>En-route</b>	<b>BNN</b>	<b>19/05/2014</b>	<b>201406304</b>
<p>Infringement of the Luton CTR (Class D) by a R44 squawking 7000 at 2000ft. Disruption to several inbound aircraft including one aircraft broken off approach on three occasions and held.  Appropriate CAA action is being taken as a result of this incident.</p>					
<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>Cruise</b>	<b>EGGW (LTN): London/Luton</b>	<b>17/05/2014</b>	<b>201406309</b>
<p>Alleged double infringement of Luton Control Zone (Class D) by an R44. Traffic info and avoiding action given. Very high ATC workload. Luton departures stopped.  Appropriate CAA action is to be taken as a result of this incident.</p>					
<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>Cruise</b>	<b>EGBB (BHX): Birmingham</b>	<b>04/04/2014</b>	<b>201404553</b>
<p>Infringement of the Birmingham CTA 1 (Class D) by an R44 at 1800ft. AIW activated.  I was conducting OJTI duties on the Radar Student when we observed a FIS squawk of 1177 approaching from the NW towards CAS boundary and on the extended centreline of Runway 15. The Mode S revealed the aircraft callsign. London FIS were contacted as the AIW tool indicated a CTA infringement. The aircraft initially showed an altitude of 1700ft but this increased to 1800ft for a short while before returning to 1600ft. The aircraft contacted Birmingham Radar where it was identified and instructed to remain outside CAS then continued to the West around the Zone. I spoke with the pilot later on who said that he was aware of the proximity of CAS as he had his iPad and two SATNAV's and believed his altitude was below the base of CAS. It was his intention to remain West of Birmingham although the initial track did not indicate this. I spoke with him about the use of the "conspicuity code 0010" but he seemed to be unaware of this procedure and was directed to the AIP to find out more info which he seemed keen to do. The pilot was apologetic and had already had a bad day having had to divert en-route due weather.</p>					

**OCCURRENCE LISTING****Aircraft Below 5700kg****OCCURRENCES RECORDED BETWEEN 01 May 2014 and 31 May 2014****OTHER**

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<b>CAMERON N105</b>	<b>OTHER (Not Applicable)</b>	<b>Landing</b>	<b>Mountallen</b>	<b>24/09/2013</b>	<b>201317151</b>
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Serious Incident: Aircraft struck power lines while landing. Three POB, no reported injuries. Aircraft damage to be confirmed. Damage to 220V power lines. Subject to foreign Authority investigation.

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<b>GLASFLUGEL 303</b>	<b>OTHER (N/A)</b>	<b>Landing roll</b>	<b>Penrith</b>	<b>17/05/2014</b>	<b>201406513</b>
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UK Reportable Accident: Aircraft rolled into gully after landing. POB to be confirmed, no injuries reported. Substantial damage to aircraft. Investigation referred to BGA.

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<b>OTHER (PARAGLIDER)</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>Henlow</b>	<b>10/04/2014</b>	<b>201404470</b>
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Alleged Infringement of active Henlow Gliding Site by a paraglider at 1000ft.  
Alleged Infringement of the Active Circuit. At 1450L a paraglider was observed circling at around 1000ft on the right hand circuit which was active with two civilian aircraft. The VGS were active on the parallel runway and circuit. A broadcast was made which the civilian aircraft acknowledged and registered that they were visual and confirmed that the paraglider was at circuit height and location 1000ft AGL. After a period less than 5 minutes the paraglider departed to the north.

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<b>SCHEMPP HIRTH DISCUS B</b>	<b>OTHER (N/A)</b>	<b>En-route - Other</b>	<b>Huntingdon</b>	<b>18/05/2014</b>	<b>201406533</b>
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UK Accident Report: Mid air collision. Both landed safely. Three POB in total, no injuries reported. Damage to be confirmed. Investigation referred to BGA.

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<b>SCHLEICHER K7</b>	<b>OTHER (N/A)</b>	<b>Level off-touchdown</b>	<b>Brentor Airfield</b>	<b>13/04/2014</b>	<b>201406080</b>
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UK Reportable Accident: Aircraft damaged wing on landing. One POB, no injuries reported. Investigation delegated to BGA.

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<b>SCHLEICHER KA6</b>	<b>OTHER (N/A)</b>	<b>Unknown</b>	<b>Shenington Airfield</b>	<b>18/05/2014</b>	<b>201406535</b>
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UK Reportable Accident: Aircraft wing hit post and ground looped. One POB, no injuries reported. Damage to LH wing. Investigation referred to BGA.

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## OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 May 2014 and 31 May 2014

### ABBREVIATIONS

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

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

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