



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

## FIXED WING AIRCRAFT

<b>AVIONS ROBIN DR400</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>EGVN (BZZ): Brize norton</b>	<b>30/07/2014</b>	<b>201410327</b>
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Infringement of the Brize Norton CTR (Class D) and allegedly the Oxford ATZ (Class G) by a DR400. Operating as the RA controller I received a call from Oxford ATC informing of a 7000 track that had transited through their ATZ between 1800' and 2300' without talking to them. The aircraft was heading for the CTR, the track was monitored and entered the zone at 0950 it tracked along the northern edge of the zone wearing a 7000 squawk with NMC without talking to anyone. The aircraft left the zone at 1004 and headed towards Gloucester, after observing we called Gloucester and the aircrafts details were given to us. The pilot later called and was advised of his mistake. The RA controller took a call from Oxford informing him that an unknown aircraft had just flown through their ATZ. We watched as the aircraft squawking 7000 then infringed the NE corner of our CTR. We had no assets in the zone at the time. The aircraft concerned is based at Gloucester.

<b>AVIONS ROBIN DR400</b>	<b>UNKNOWN</b>	<b>Climb to cruising level or altitude</b>	<b>NEDUL</b>	<b>23/07/2014</b>	<b>201409963</b>
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Infringement of the Solent CTA (Class D) and Airway Q41 (Class A) by a DR400. Standard separation maintained. FIR squawk observed South of NEDUL, tracking South, slowly climbing. Contact entered CTA at 1609 3nm South of NEDUL. Repeated attempts made to contact FIR, but telephone calls were unanswered. S21 ATCO was also made aware of infringement. Radar contact continued southbound, eventually reaching an indicated 5100ft and leaving the western edge of Q41 about 5nm SE of THRED. Communication was then established with the FIR, who provided the identification of the infringing a/c. Supplementary 22/08/14: The aircraft entered the Class D Solent Control Area and Class A Airway Q41 without a clearance. It is known that certain GPS manufacturers and foreign chart publishers do not include that part of Q41 at the lower levels contiguous with the Solent CTA.

<b>AVIONS ROBIN HR200</b>	<b>LYCOMING 235 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>SAM</b>	<b>07/07/2014</b>	<b>201409007</b>
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Infringement of the Solent CTA (Class D) by HR200 squawking 7000 at 2400ft. Avoiding action given. R/W20, Q1015. I was operating as Solent Radar at approximately 0838z when I noticed a 7000 squawk in the STX area tracking SE bound, climbing through Alt2.2A unverified. I put out a blind call, no reply and the radar ATSA phoned HH to see if they were working and initially they said not. The unknown then indicated Alt2.4A still tracking SE in the CTA sector with base Alt2A. AIW alarmed and after a further blind call with no reply I used tactical headings to keep arrivals North of the airfield. The coordinator took a call from Bournemouth saying they were now working the a/c, a student pilot who was lost, and that the aircraft was descending and turning away from us. The aircraft was subsequently observed at Alt 1.8A approximately 9SW SAM now southbound (I believe still on a 7000 squawk), so normal operations resumed. At approximately 0850z the radar ATSA asked HH for the a/c details, but were told they would call back. At 0858z the HH ATCO phoned Solent to advise the details a HR020, HH-HH, and that the pilot was extremely sorry and upset. He thought the base was Alt3A in that area. Supplementary 10/07/14: Pilot reported that he was using a Portland Regional Setting of 1001 as conveyed by Bournemouth when the aircraft left the zone at Tarrant Rushton, whereas it should have reverted to the Bournemouth (or Solent) QNH of 1015 when entering the corridor between the two zones - this was an error on his part. The aircraft was on the Bournemouth frequency as directed earlier to remain on it, with hindsight given how busy this area is the pilot should have changed to Solent frequency and talked to them. Supplementary 22/08/14: The aircraft entered the Solent Control Area without a clearance whilst in receipt of a service from Bournemouth Radar. The pilot apologised for the incident and any delays that were caused. He has completed an Airspace Infringement Questionnaire. The pilot admitted he forgot the base of the CTA was 2000ft rather than 2500ft and requirement to use the Bournemouth or Southampton QNH when operating beneath the CTA rather than a Regional Pressure Setting. The pilot also reported being distracted by what he believes to have been carburettor icing.

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

<b>AVIONS ROBIN HR200</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>R002</b>	<b>11/07/2014</b>	<b>201409469</b>
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Infringement of Restricted Area R002 (Plymouth) by a Robin HR200 at 1800ft.

Robin HR200 free called Plymouth Mil within R002 at 1800ft. Once vacated (on the most expeditious heading) I asked the pilot if he was aware of R002 at which point he assured me he was aware and that he was maintaining to the North according to his GPS. The pilot contacted me on landing explaining that he was an experienced pilot who had flown the route countless times and was aware of the avoid. He had replotted his track and agreed that he had entered R002 for which he was very sorry. He said that normally he would avoid R002 but was 'ducking in and out of cloud' which lead to the inadvertent penetration.

<b>AVIONS ROBIN R2160</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>West Wittering</b>	<b>15/08/2014</b>	<b>201410996</b>
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UK AIRPROX 2014/139 - Robin R2160 and a DA40 5nm North of West Wittering at 3000ft.

<b>BEAGLE A61</b>	<b>BRISTOL GIPSY MAJOR</b>	<b>Cruise</b>	<b>EGJB (GCI): Guernsey, Channel Is.</b>	<b>11/07/2014</b>	<b>201409401</b>
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Infringement of the Channel Islands CTR (Class D) by an unknown aircraft squawking 1177. Aircraft identified as a Beagle A61. Standard separation maintained.

A1177 squawk was observed approaching the northern zone boundary, numerous attempts were made to blind call the aircraft with squawk 1177, the assistant made contact with London Information, shortly after this the aircraft called us approximately 5 miles inside CI airspace. Pilot was asked if he tried to make contact prior to entering the zone, he did not. Radio contact was poor with the pilot. The pilot was very apologetic.

<b>BEECH 200</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>EGNS (IOM): Isle Of Man/Ronaldsway</b>	<b>18/07/2014</b>	<b>201409829</b>
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BE200, cleared to enter CAS not above 3000ft, subsequently entered CAS at FL037.

Instructions not followed. The aircraft first called me crossing the coast and reported at FL105. I clarified that he wished to join VFR to which he confirmed that he did and was subsequently cleared to enter controlled airspace not above 3A, as I was aware there was an airliner shortly to depart SE on the L10. When the aircraft entered controlled airspace he was seen to be at FL037. This fortunately had no impact on traffic. The pilot was told that he had entered controlled airspace and that he had been instructed to join not above 3A, he replied stating that he believed he was just outside of CAS. The radio and surveillance recordings indicated that: a) the pilot correctly read back the requirement to enter Controlled Airspace not above 3000ft; b) the aircraft crossed the boundary of Controlled Airspace at flight level 37 and then continued to parallel the boundary by approximately 0.6nm inside Controlled Airspace until having passed 3000ft.

<b>BEECH 200</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>EGPE (INV): Inverness</b>	<b>04/08/2014</b>	<b>201410644</b>
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UK AIRPROX 2014/135 - Beech 200 and a military aircraft at 3000ft at Inverness Airport. Avoiding action given.

<b>BEECH 200</b>	<b>UNKNOWN</b>	<b>Normal descent</b>	<b>EGPD (ABZ): Aberdeen/Dyce</b>	<b>07/08/2014</b>	<b>201410727</b>
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Aircraft was observed to descend below cleared altitude 4000ft. Aircraft reached 3400ft before returning to 4000ft. Standard separation maintained.

Aircraft was being vectored for R34. The aircraft was cleared to descend to altitude 4000 and given the (new) QNH. The height readout on radar was observed to drop to 3400 before returning to 4000. There was no loss of separation. As there was quite a bit of traffic in the zone I did not wish to enter into a discussion at the time but the pilot was asked by GMC to phone in after landing.

<b>BRITTEN NORMAN BN2A</b>	<b>LYCOMING 540 FAMILY</b>	<b>Cruise</b>	<b>EGJB (GCI): Guernsey, Channel Is.</b>	<b>31/07/2014</b>	<b>201410460</b>
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PAN declared due to engine failure. Aircraft returned.

The aircraft had just settled at 2000 feet in the cruise. I pulled the Right-Hand mixture lever to lean for the cruise when the aircraft immediately started to swing to the right. I immediately pushed the mixture lever back into full rich with no recovery. The aircraft was losing speed slowly. As i was no more than 3 miles from destination airfield i decided not to try and diagnose the problem and call an immediate PAN, requesting return to the field. ATC give me heading onto easterly. I then carried out a precautionary shut down as per SOPs and set up for landing trimmed and checked. The approach and landing where without incident.

Supplementary 02/08/14:

Shortly after transfer to Approach the aircraft declared a PAN reporting RH engine failure. The aircraft positioned downwind on a visual approach and landed safely. A full emergency had been declared and the RFFS attended the aircraft after landing.

<b>BRITTEN NORMAN BN2A</b>	<b>LYCOMING 540 FAMILY</b>	<b>Rejected take-off</b>	<b>EGJB (GCI): Guernsey, Channel Is.</b>	<b>08/08/2014</b>	<b>201410799</b>
<p>Rejected take-off due to ballast warning board coming off the aircraft nose and flying past the windscreen.  On commencement of the take off through about 50KTS I noticed briefly and heard as the ballast warning board came off the nose and flew over the windscreen and bumped over the top of the fuselage. The take off was abandoned and the aircraft taxied back to stand. After an inspection by the engineers to ascertain any damage it was found there was none. On arrival at the aircraft it was a busy handover due to reduced turnaround time caused by required line maintenance. I remember placing the ballast warning board on the nose of the aircraft before completing the paperwork in the technical log. After deciding the load and opting to put all the bags in the rear hold I asked the ground crew to call the passengers as we were by this time five minutes past departure time. I then went and sat on the aircraft to obtain weather. The aircraft start was supervised by a lone loader as the other had by this time left him to it. I had the normal thumbs up to indicate all well from the outside. From my position in the cockpit I could not see the board. On previous arrival I also found the 44 kg ballast had not been removed from the previous flight detail. So, note to myself never assume that the holds have been checked before flight and do it yourself. Also that despite turnaround times being pushed to the limit and commercial pressure being pushed down the ladder for all to catch one must remain alert and vigilant to the chance that error is especially likely to occur in these circumstances.  Supplementary 8/8/14:  Aircraft reported aborting take-off from runway 09 due to debris from the aircraft at 0954. The aircraft returned to stand where it was visually inspected by engineers. The aircraft subsequently departed at 1010. The runway was inspected by airport ops and a wooden ballast board in multiple pieces was recovered from the runway up to 60m either side of runway centreline. Ops believed the board had gone through the propeller - this information was passed to ops and the adc controller. Photos of the debris were taken by airport ops.</p>					
<b>BRITTEN NORMAN BN2T</b>	<b>ROLLS-ROYCE 250-B17</b>	<b>Scheduled maintenance</b>	<b>EGAA (BFS): Belfast/Aldergrove</b>	<b>05/06/2014</b>	<b>201407247</b>
<p>Primary flight control issue. Aileron stiff.  Aileron control system stiff, noticed during Annual inspection when system moved from any position on aircraft. Inspections carried out to locate the cause of the stiff control system only area of concern was the universal joint at the end of the control wheel. Control wheel removed and inspected unable to move the joint through 1 axis. During further inspection hole in control wheel assembly noticed as being elongated (drilled). Spot drill mark on joint depth .045" width .150" cuts into edge of bolt hole. Both items are placed on order for replacement.</p>					
<b>CESSNA 140</b>	<b>CONTINENTAL (TELEDYNE) USA C 90 SERIES</b>	<b>Taxiing: Other</b>	<b>EGHP : Popham</b>	<b>25/07/2014</b>	<b>201410603</b>
<p>Ground collision. Aircraft left unattended with engine running.  Intending only to taxi to refuel, the pilot pushed the aeroplane off its parking space. Having started the engine he realised that he had not removed the chocks from the parking area which would have impeded access on his return from the pumps. He closed the throttle, applied the parking brake and quickly exited the aeroplane. As he cleared the chocks a strong gust of wind caused the aeroplane to move forward. Despite running to the aeroplane, he was unable to prevent the spinning propeller striking the starboard wingtip aircraft 2, and which in turn brought aircraft 1 to a halt. He switched off the engine, made the aircraft secure and reported the incident to the airfield management. With hindsight the pilot now feels that the parking brake had not been properly applied. The pilot accepts total responsibility for the accident and appreciates that he should not have vacated the aircraft while the engine was running.</p>					
<b>CESSNA 150</b>	<b>CONTINENTAL (TELEDYNE) USA 200 FAMILY</b>	<b>En-route</b>	<b>EGR 312</b>	<b>12/07/2014</b>	<b>201409337</b>
<p>Infringement of Restricted Area EGR 312 by a C150 at 1300ft. Avoiding action given.  I was the radar ATCO at Blackpool. At 1234UTC, a C150, which was inbound was sent to the ADI frequency of 118x4 as it approached the VRP Inskip. The a/c was instructed by ADI to report overhead the Gasholders (at the end of the M55). I was vectoring other traffic for an IFR approach to R/W28 and observed a 0450 Squawk, believed to be the C150, taking up a southerly track from Inskip directly towards Warton and advised ADI of this. He asked C150 to confirm he was over the Gasholders and visual with Blackpool, which he did. The pilot was then instructed to return to the Radar frequency and instructed to squawk Ident. The ident correlated with the track now some 2.5 nms South of Inskip and 1.5nms North of Warton. He was instructed to turn immediately onto a northerly track and to maintain 2000', his height was requested. The readback was 1300', which placed the a/c inside of EGR312. On vacating EGR312, the a/c was given navigational assistance and subsequently handed to ADI and landed at intended destination.</p>					
<b>CESSNA 150</b>	<b>CONTINENTAL (TELEDYNE) USA 200 FAMILY</b>	<b>Cruise</b>	<b>EGSS (STN): London/Stansted</b>	<b>26/07/2014</b>	<b>201410115</b>
<p>C150 infringed the Stansted TMZ2 (Class G). Traffic info given.  An aircraft with Mode A 7010 and no Mode C readout was observed leaving the North Weald circuit tracking toward VRP Ware in the Stansted TMZ2. B737 was downwind for R/W04 and had to be extended to route away and round the back of the aircraft. The Essex Radar controller contacted North Weald for details on the aircraft as nothing was showing via Mode S. At the same time the Mode A readout changed from 7010 to 5027 (LF LARS code). Callsign was a C150</p>					
<b>CESSNA 152</b>	<b>UNKNOWN</b>	<b>Taxi to runway</b>	<b>EGMC (SEN): Southend</b>	<b>24/07/2014</b>	<b>201410091</b>
<p>Alleged runway incursion by a C152 resulted in a P68 initiating a go-around to R/W06.  A go around was initiated due to a runway incursion (C152, student pilot most likely) from taxiway C (RWY 06) at an altitude of 500 amsl. As the go around was initiated, ATC subsequently issued a safety go around instruction. A join to the visual circuit (L/H RWY 06) was initiated and a safe landing made. Incursion caused by other operator and go-around by PA68 aircraft appropriate and well handled. Pilot has spoken to ATC.</p>					

<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>EGGW (LTN): London/Luton</b>	<b>30/07/2014</b>	<b>201410189</b>
<p>Infringement of the Luton CTA/CTR by a C152. Traffic info given. Standard separation maintained. I saw an intermittent 5022 squawk near EGLG to the SE of GW. It was approaching the zone boundary when I advised my inbound A319 that if that traffic came into my airspace I would have to break him off the approach. The primary came into the zone so I told the A319 to turn right onto 360deg. There was a DET rolling, I called tower, told them about the unknown and asked for the outbound. They said it had gone to North. I rang North and told them about the unknown and that they needed to avoid it. I called LF LARS during this to ask about it and they said they were having trouble keeping ident on it. It was intermittent on my screen. It turned away and I bought the A319 round for another approach. I asked the GS to get the details from LF LARS. I followed the contact on radar and it looked like it was about to come in again. I had already warned my next a/c that I may have to break him off but the primary turned at the zone boundary. LARS rang back and asked if I could still see him, I said yes. It was LARS that instructed him to turn East and mentioned he was having trouble with his DI. The 5022 was a C152 EGKR to EGSU.</p>					
<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>EGSS (STN): London/Stansted</b>	<b>04/08/2014</b>	<b>201410623</b>
<p>Infringement of the Stansted CTR (Class D) and the Stansted TMZ 1 (Class G) by an unknown aircraft squawking 7000 at 1800ft. Aircraft identified as a C152. At time 1110 7000 squawk observed departing an airfield. A/c climbed to 1800 infringing first Stansted CTR then TMZ 1. Aircraft left CAS to the East. FIN position opened due to increasing traffic. FIN controller called ATC at the departure airfield but no reply. At time 1118 a/c observed to change squawk to 4503. FIN controller called military ATC who advised a/c was C152. Pilot was including the word 'student' in callsign.</p>					
<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>En-route</b>	<b>EGLC (LCY): London city</b>	<b>13/08/2014</b>	<b>201411066</b>
<p>Infringement of the London TMA (Class A) by a C152 squawking 4575 observed to climb to A2800. Traffic info given. Separation lost. At approximately 1400UTC a contact showing the Southend conspicuity code 4575 appeared to enter the London TMA in the vicinity of Thurrock at A2600. The contact was subsequently observed to climb to A2800. At this time C560 was about 12nm East of LCY at A3000 on a closing heading to intercept the localiser for runway 27. Although within the prescribed lateral distance for proximity to unknown contacts I assessed the relative tracks and speeds of the two contacts and concluded that the safest option would be for C560 to continue its approach. I informed the pilot of the presence of the unknown traffic and advised him that it was not at present a problem. I also advised that I would give further advice if necessary. Co-incident with the above actions I called Southend Radar to enquire about the unknown contact. Southend advised that they would instruct the C152 to descend.</p>					
<b>CESSNA 172</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>EGFF (CWL): Cardiff</b>	<b>02/07/2014</b>	<b>201408946</b>
<p>Possible non Mode S compliant transponder. Possible Non Mode S compliant Transponder. I was the radar controller under training. C172 requested a zone transit and was issued with a Cardiff discrete squawk. Nothing was visible on either Cardiff Radar or Clee Hill. The pilot was requested to reset the transponder which they did. Still nothing observed. The aircraft transited CAS in accordance with its clearance. On leaving the frequency I advised the pilot nothing was observed and queried whether the transponder was Mode S Compliant. The response suggested that the transponder was not mode S compliant.</p>					
<b>CESSNA 172</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>MID</b>	<b>03/08/2014</b>	<b>201410516</b>
<p>Infringement of the LTMA (Class A) by a C172 indicating 3400ft. CAIT activated. Traffic info given. Standard separation maintained. I was working as the WILLO controller when I was made aware of an infringer (C172) flying in circles to the East of Midhurst. The Mode C indicated an infringement with 3.4A being the highest altitude I observed. Just airborne was an aircraft from Gatwick on an ADNID SID which I advised of the traffic and turned right onto West with a climb to FL100. Once the aircraft was no longer in conflict I turned it back towards its normal route. C172 appeared to track West and either descended or was no longer CAITing once the base changed to 3.4A to the West of Midhurst. No other traffic was affected on WILLO.</p>					
<b>CESSNA 172</b>	<b>LYCOMING 320 FAMILY</b>	<b>Level off- touchdown</b>	<b>EGNH (BLK): Blackpool</b>	<b>06/08/2014</b>	<b>201410707</b>
<p>UK Reportable Accident: Aircraft bounced and made a heavy landing. One POB, no injuries reported. Propeller and nose gear damaged. Subject to AAIB AARF investigation.</p>					

<b>CESSNA 172</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>EGGD (BRS): Bristol/Lulsgate</b>	<b>08/08/2014</b>	<b>201410826</b>
<p>Infringement of the Bristol CTR (Class D) by a C172 squawking 5074. Traffic info given. Departures stopped. Separation lost. Aircraft subsequently landed with electrical failure. I was operating as the Radar 2 controller with LARS traffic. The PSR was out of service but was being monitored to my left by a contractor. I had the PSR selected on my display for monitoring purposes as part of the PSR return to service programme but was not using the PSR for operational surveillance purposes. A helicopter, c/s xxx22 was providing frequent pleasure flights from a site to the NE of Bristol Airport as part of the International Balloon Fiesta taking place there. C172 departed at 1427 for a local flight to the North VFR. A police helicopter had been operating over the City landing back at Filton at 1447Z. I had made some transmissions to C172 as I had not observed the aircraft SSR return since seeing it in the area of the Severn Bridge VRP earlier, but was not unduly concerned at this point. At 1448 I was aware of a possible primary contact approximately 5nm NE of the airfield in close proximity to xxx22 and asked whether he could see another aircraft close to him; the response to this was negative. Whilst discussing this intermittent primary contact with the contractor I observed the SSR return from xxx22 'jump' to the potential primary return and back again. As the xxx22 could not see any other aircraft in his vicinity I considered that the SSR return was being seduced to clutter. Other LARS traffic was then calling me for services, including a display aircraft inbound to the Fiesta site. At 1450 I contacted the Tower controller to see if he could see any traffic to the NE inside CAS as I again was aware of a possible primary only contact which I suspected may have been the xxx22; However xxx22 advised me that he was on the ground at Ashton Court pending the arrival of the display aircraft. I then became involved with coordinating the display aircraft on a landline with the Fiesta site team. At 1452 the tower controller advised me that he was visual with an unknown aircraft in the vicinity of the Barrow Tanks VRP. I immediately notified the Radar 1 controller of the presence of an infringing aircraft inside CAS and continued to make transmissions to C172 as this was the only aircraft which I had lost r/t contact with. C172 subsequently landed with electrical failure.</p> <p>Supplementary 09/08/14: I was operating as Radar 1 with the position split with Radar 2 providing LARS. An additional non-Bristol contractor ATCO was present in the ACR who was monitoring the PSR which was unserviceable, but available to select at the CWP. Traffic was moderate with 4 aircraft approaching for instrument approaches. I was aware that the contractor and Radar 2 controller were discussing a primary return in the vicinity of Clifton Suspension Bridge VRP and my colleague had selected the PSR on his CWP to monitor the output. After an EMB145 had made an approach, Radar 2 alerted me to the presence of what he thought might be a non-squawking CTR infringer which I could not see on my CWP. Thinking I had not transferred an A319 to Tower, I issued an avoiding action instruction, but on realising the pilot had changed frequency I immediately made an intercom call to Tower instructing them to do the same. I then held 3 aircraft off and stopped departures until Tower advised me that the unknown aircraft had landed and vacated the runway.</p>					
<b>CESSNA 182</b>	<b>CONTINENTAL (TELEDYNE) USA 470 FAMILY</b>	<b>En-route</b>	<b>EGLK (BBS): Blackbushe</b>	<b>04/07/2014</b>	<b>201408995</b>
<p>C182 returned to an airport outside of aerodrome hours without PPR (Prior Permission Required) and non-radio. Aircraft returned out of hours. No PPR - Non Radio. Had a call from D&amp;D while on duty awaiting Falcon 3000 departure regarding C182 also Farnborough radar informed me - believed the owner flying back from maintenance at previous sector is PPR by phone for an aircraft movement including home based of which no such permission was received by ATSU.</p>					
<b>CESSNA 182</b>	<b>CONTINENTAL (TELEDYNE) USA 470 FAMILY</b>	<b>Cruise</b>	<b>EGCN : DONCASTER SHEFFIELD</b>	<b>27/07/2014</b>	<b>201410150</b>
<p>Infringement of the Doncaster/Sheffield CTR (Class D). Standard separation maintained. Aircraft in the overshoot from Sandtoft climbs straight ahead into CAS by 3 miles without a clearance. Pilot then checked in asking to cross CAS on a photo detail. I informed pilot that he had infringed CAS and he then said he'd had some engine troubles after the overshoot and that's why. He was given a retrospective clearance and continued on his sortie.</p>					
<b>CESSNA 210</b>	<b>CONTINENTAL (TELEDYNE) USA 520 FAMILY</b>	<b>En-route</b>	<b>EGGP (LPL): Liverpool</b>	<b>07/08/2014</b>	<b>201410757</b>
<p>Infringement of the Liverpool CTA (Class D) by a C210 squawking 4601 at 3500ft. Standard separation maintained. Whilst vectoring an E50P inbound from the South I noticed a 4601 squawk had entered CAS without permission. I immediately phoned Hawarden radar as the squawk is their conspicuity code, they informed me that the aircraft had been told to remain outside CAS was working the tower and they would speak to them and call me back. Hawarden radar spoke to the pilot who apologised for infringing, he was not based in the area.</p>					

<b>CESSNA 310</b>	<b>CONTINENTAL (TELEDYNE) USA 520 FAMILY</b>	<b>Missed approach or go-around</b>	<b>EGPH (EDI): Edinburgh</b>	<b>23/05/2014</b>	<b>201406628</b>
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Go-around flown and visual inspection carried out due to unsafe landing gear indications.

I was providing control in the AIR position, subject aircraft was handed to me at 7nm final for runway 06 as part of a sequence of inbound traffic. The aircraft continued as normal; at approximately 3nm final I cleared REV71C to land; at which point the pilot said that he would need to go-around as he did not have a locked indication for the left main gear. I gave him a go-around instruction to climb on runway heading to A030, and advised INT of the go-around and reason. A short while later INT called and suggested a right turn for the REV71C to clear the climb out for subsequent departures, so I suggested heading 130, which INT accepted. This was passed to the pilot, and, once the aircraft was safely clear of my traffic it was transferred back to INT. Around 8 mins later INT advised that the pilot of subject aircraft had manually re-cycled the gear, it was down, but he still did not have a locked indication for the left main gear: INT also said that the pilot wished to carry out a "fly past" to allow a visual inspection of the gear condition, to which I agreed. Given the, still suspect nature of the gear, in conjunction with the GMC controller a full emergency was initiated. Approximately 6 mins later the REV71C called me again, the plan was for him to carry out a low go-around 06, followed by a left hand visual circuit to land; assuming the visual inspection was positive. At this point the WM advised me that provided that the aircraft had sufficient fuel, the operating company would probably require the A/C to return to; although; this was to be confirmed. The WM; who was now in the VCR also suggested that since the concern was for the left main gear, it would be easier to see if the A/C was positioned to the south of the CTB. This was suggested to the pilot who agreed, and the manoeuvre was approved not below 500ft QNH. Following this fly-by it appeared that the gear was all down, and both main gear legs looked similarly extended. This passed to the pilot. The aircraft positioned downwind left hand for runway 06; and, as there was still no decision from his operator as to where they wished it to land; I asked the pilot whether he had sufficient fuel for a return to East Midlands if required; he stated that he had. This information passed to the operator. By this stage the emergency service vehicles, and airfield ops were in place; and the decision from the aircraft operator was for the aircraft to land which was passed to the pilot. The aircraft continued in the left hand circuit for 06 and landed safely at 0920 @ 0925, with the aircraft parked on the GAT, and the runway inspected, and returned to service, the incident was stood down.

Supplementary 23/05/14:

On approach, gear selected down. Only nose and RH showing down and locked. Go-around flown runway 06. Radar vectored south of airfield whilst emergency gear extension completed and troubleshooting. Same indications obtained (nose and RH main locked, LH main unlocked). Informed ATC, requested ILS approach and go-around with fire crew providing visual indication gear is down. ATC to contact Operation re: action plan. Land here or divert. ILS and low approach flown, south of control tower at 500ft QNH. Informed gear appeared down and looked the same as RH main, could not confirm if locked down. Positioned downwind runway 06, completed one RH orbit whilst I completed 'landing with defective main gear' checklist. Flew normal approach. During landing flare, magnetos selected off, held off LH main until sufficiently slow enough and gently lowered onto LH main gear. Gear did not collapse. Selected RH magneto on restarted RH engine and taxied to stand slowly on RH engine only with fire crew escort.

<b>CESSNA 421</b>	<b>CONTINENTAL (TELEDYNE) USA 520 FAMILY</b>	<b>Change of cruise level</b>	<b>Q41</b>	<b>30/07/2014</b>	<b>201410324</b>
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Infringement of Airway Q41 (Class A).

I was controlling on LARS East with an a/c under a BS, squawking 4530. The aircraft informed me they were climbing to 8500ft on the Portland QNH when they were approximately abeam BIGNO operating between the Portland Danger Areas and Jersey CAS. They were planning on routing East and then turning North towards Bournemouth and I asked the a/c to confirm that they were remaining to the West of Q41 to which they replied yes. The aircraft then reported it was descending to altitude 500ft. At approximately 1200 my colleague answered a phone call from Jersey ATC requesting traffic info on a 4530 squawk as they had an aircraft northbound at FL50. I saw the a/c on the BS just about to cross the line into Q41 (50.03N 002.07W) indicating 046 on Mode C. I instructed the aircraft to exit CAS as expeditiously as possible because there was GAT at FL50 northbound. A/c was at most 1nm inside Q41 and to the best of my knowledge lateral separation standards were not broken.

<b>CESSNA 510</b>	<b>UNKNOWN</b>	<b>Taxi from runway</b>	<b>EGGW (LTN): London/Luton</b>	<b>23/07/2014</b>	<b>201410014</b>
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C510 exceeded holding point during taxi in.

The controller was operating on GMC and had coordinated with AIR for an arrival to vacate at C and hold at C2. When the C510 called on the GMC frequency, it had crossed C2 and turned slightly left whilst slowing. The controller issued a right turn to keep the aircraft moving via Delta.

Supplementary 12/08/14:

No report from the crew has been made available. Pilot correctly read back instruction but failed to hold at assigned holding point.

<b>CIRRUS SR22</b>	<b>CONTINENTAL (TELEDYNE) USA 550 FAMILY</b>	<b>Landing roll</b>	<b>Stow Maries Great War Aerodrome</b>	<b>25/07/2014</b>	<b>201410204</b>
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Aircraft overran the runway and wing leading edge came into contact with part of a fence causing minor damage.

Aircraft landed and touched down shortly after a storm had passed. Runway conditions wet grass. Aircraft overran the end of the runway and one wing leading edge came into contact with part of the fence causing minor damage. Aircraft was left in the field and inspected the following day and deemed fit to fly by the pilot. It was flown back to another destination.

<b>CYCLONE AIRSPORTS PEGASUS QUANTUM15</b>	<b>BOMBARDIER ROTAX</b>	<b>Unknown</b>	<b>County Durham</b>	<b>01/08/2014</b>	<b>201410551</b>
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UK Reportable Accident: Aircraft skidded on wet ground came to rest in ditch at a farm strip. 2 POB, no injuries reported. Aircraft damaged. AARF investigation.

<b>CYCLONE AIRSPORTS PEGASUS QUIK</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Cruise</b>	<b>En route</b>	<b>01/06/2014</b>	<b>201406975</b>
PAN declared due to partial electrical failure. During cruise electrics failed. Intermittent power available. PAN declared. Returned to departure airfield, normal landing. Fuse found to be loose in fitting. Fitting repaired, no further issues on subsequent flight.					
<b>CYCLONE AIRSPORTS PEGASUS QUIK</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Cruise</b>	<b>EGDG (NQY): St. Mawgan</b>	<b>22/07/2014</b>	<b>201409947</b>
Infringement of the Newquay ATZ (Class G) by two microlights. Traffic info given. 2 radar contacts observed North of the aerodrome, heading SW along the coast. Blind transmissions made but no response. 2 air transport movements delayed as the microlights were observed to cross the climb out of R/W30. Tracing action identified two microlights travelling from Bodmin to the Isles of Scilly.					
<b>CYCLONE AIRSPORTS PEGASUS QUIK</b>	<b>BOMBARDIER ROTAX</b>	<b>En-route</b>	<b>Not specified</b>	<b>03/08/2014</b>	<b>201410518</b>
Infringement of the Stansted TMZ1 (Class G) by a Microlight initially observed as a primary contact. Traffic info given. At approx 1515 a primary contact was observed to enter the SS TMZ1 area tracking SE. A318 was vectored clear and 6 subsequent aircraft were delayed as a result. The contact disappeared from radar around the 8 mile point for R/W22 so inbounds were vectored in to land. One aircraft may have been less than 5 miles when the contact reappeared just to the NW of the SL area, although there was never any risk of collision. The tower had confirmed the contact as a Microlight by this time. Successive tracking and research highlighted the possibility that it was a Microlight from EGSU to Headcorn. This became evident when it contacted LF LARS and was issued a 5060 squawk.					
<b>DE HAVILLAND DH82</b>	<b>BRISTOL GIPSY MAJOR</b>	<b>Take-off run</b>	<b>Hampstead Norris</b>	<b>07/06/2014</b>	<b>201410433</b>
UK Reportable Accident: Wing contacted crop during take-off causing a ground loop. One POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.					
<b>DE HAVILLAND DHC1</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>Husband Bosworth</b>	<b>17/08/2014</b>	<b>201411165</b>
UK AIRPROX 2014/145 - Chipmunk and a SF25 at 1500ft 3/4nm from Husband Bosworth over Stanford reservoir.					
<b>DIAMOND DA40</b>	<b>THIELERT Centurion 1.7 (TAE 125)</b>	<b>Taxi to runway</b>	<b>EGSH (NWI): Norwich</b>	<b>16/08/2014</b>	<b>201411266</b>
Runway incursion by a DA40. Runway incursion by student pilot. All times ZULU. Solo student pilot in DA40 was given taxi clearance to holding point ALPHA 2. On way to ALPHA 2 DA40 observed to pass through runway holding point BRAVO 1. No traffic to affect. TWR called DA40, pilot stopped short of runway edge with report that he had passed BRAVO 1. DA40 informed that he was on the runway and instructed to backtrack to R/W27 threshold and complete checks at that location. No further reference made to runway incursion on RT to avoid any further stress for student pilot. DA40 cleared to depart CAS VFR and cleared for take-off. ATD: 11:15, transferred to Radar at 11:17. All stopbars on airfield serviceable and selected to red at time of incursion IAW airport SOP. Airfield Operations vehicle subsequently instructed to visually check BRAVO 1 stopbar, confirmed fully serviceable.					
<b>DIAMOND DA42</b>	<b>THIELERT Centurion 1.7 (TAE 125)</b>	<b>Initial climb</b>	<b>LTAF (ADA): Adana/Sakirpasa</b>	<b>05/08/2014</b>	<b>201410691</b>
Rear door detached in flight. The aircraft was being positioned. In the climb after departure, passing 2600FT AMSL on a runway heading 230 in the climb to FL140, the door warning light showed on the PFD with associated audible warning. The aircraft had a variable vertical speed to maintain airspeed in hot and thermal weather but 500-800 ft/min was selected on the autopilot. When the alert occurred, the second crew member who was occupying the right hand seat checked the nose baggage door visually. Then the rear door departed the aircraft. The second crew member reached for the baggage to prevent it from blowing out of the aircraft. The Captain declared an emergency and the aircraft returned visually to the runway of departure. During the left turn towards the runway the Captain could see the door falling to the ground and he noted that it landed in an unoccupied flat area. A normal landing was performed on runway 05. Supplementary 06/08/14: Captain informed AAIB after landing. Internal safety report filed by Captain and investigation opened. Operator has undertaken a full fleet inspection of the rear doors and hinges, to be completed by 23:59 08/06/14. Investigation ongoing.					

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<b>DORNIER (Do 28G-2)</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>EGGP (LPL): Liverpool</b>	<b>28/07/2014</b>	<b>201410226</b>
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Infringement of Liverpool CTA (Class D) by Do28 at 3000ft.  
Zone infringement of Class D Control Area. Squawking 7000 at 3,000ft until over Tipod, then changed to a Warton discrete squawk 3642. Tracking South West. No EGGP traffic affected.

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<b>EUROPA EUROPA</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Landing</b>	<b>EGNE : Repton/Gamston</b>	<b>29/07/2014</b>	<b>201410450</b>
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UK Reportable Accident: Ground loop on landing. Two POB, no injuries reported. Damage to propeller, wing and undercarriage leg. Subject to AAIB AARF investigation.

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<b>EUROPA EUROPA</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Maintaining position</b>	<b>EGSH (NWL): Norwich</b>	<b>01/08/2014</b>	<b>201410476</b>
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Runway incursion by a Europa.

I had just taken over ADC when a Europa was taxiing for departure. He was cleared to holding point C2 to hold. At the same time fltnum 76H had entered the runway via C2 for departure. Fltnum 16L had called for push and start, helicopters fltnum 544 and fltnum D9 had called for start. I passed the fltnum 76H his departure clearance and issued a takeoff clearance. I obtained a release for Europa from radar and passed it to the pilot. The pilot incorrectly read it back to include "after the departing a/c cleared for take-off" I instructed the pilot to "hold position and that he was not cleared for takeoff". Fltnum 76H departed without incident and fltnum 56E called at 5.5 miles final to land. I gave a landing clearance. Fltnum 16L called for taxi and was instructed to taxi to C2. When I looked up to check the progress I noticed the Europa had crossed the stop bars and lined up on the runway. Fltnum 56E was at 2.5 miles final. I immediately instructed the Europa to vacate the runway Southside to hold at C2 and told him he had not been cleared to line up. As he was vacating I informed the fltnum 16L that the Europa was backtracking from the runway to hold at C2. Fltnum 56E landed without incident and with a lowered stop bar the Europa was instructed to line up and wait whilst an a/c vacated. Europa lined up and once fltnum 56E had vacated the runway the Europa was issued with a take-off clearance.

CAA Closure:

Pilot became distracted whilst taxiing between larger aircraft and acted on an instruction given to another aircraft. The root cause was thus inappropriate/incorrect compliance with ATC instructions. Refresher training to be undertaken with an instructor. Warning letter issued.

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<b>EUROPA EUROPA</b>	<b>BOMBARDIER ROTAX</b>	<b>En-route</b>	<b>En route</b>	<b>03/08/2014</b>	<b>201410511</b>
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Emergency declared due to a rough running engine.

A/c inbound contacted APP advising that he had a rough running engine. His position was approximately 14NM south of the airfield. APP advised ADI and a Full Emergency was declared. Aircraft joined downwind left hand for RW22 and landed safely without incident.

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<b>EUROPA EUROPA</b>	<b>BOMBARDIER ROTAX</b>	<b>Initial climb</b>	<b>EGBJ (GLO): Gloucestershire</b>	<b>04/08/2014</b>	<b>201410578</b>
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Full Emergency due to a rough running engine. Recurring problem.

Aircraft departed RW22 for a local flight to the south. On climb out, the pilot advised that he wanted to stay in the circuit to land. He was asked if there was a problem and advised that he had a rough running engine. He was advised that RW22 & RW27 were available and elected to land on RW22. ADI declared a Full Emergency. The aircraft landed safely on RW22 at 14:17Z with RFFS in attendance, without incident.

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<b>EVEKTOR AEROTECHNIK EV97</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Level off- touchdown</b>	<b>Pitsford</b>	<b>06/08/2014</b>	<b>201410754</b>
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UK Reportable Accident: Hard landing. One POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.

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<b>EXTRA 300</b>	<b>LYCOMING 540 FAMILY</b>	<b>En-route</b>	<b>EGBK (ORM): Northampton/Sywell</b>	<b>30/07/2014</b>	<b>201410491</b>
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UK AIRPROX 2014/127 - Extra 300 and a glider 3nm Southeast of Sywell, in Class G airspace.

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<b>EXTRA 300</b>	<b>LYCOMING 540 FAMILY</b>	<b>Non-scheduled maintenance</b>	<b>EGBK (ORM): Northampton/Sywell</b>	<b>04/08/2014</b>	<b>201410584</b>
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Canopy locking lugs found cracked.

The owner/operator reported that the canopy unlocking was becoming difficult due to increased friction. After inspection, it was found that the forward of three canopy locking lugs had cracked and almost sheared. The canopy locking is a 'Shoot Bolt' mechanism into three lugs to secure the canopy. The lug plate is attached to the aircraft structure via two bolts onto anchor nuts riveted to the lug. The crack appears to have emanated from the anchor nut rivet attachment holes. We have subsequently inspected the canopy locking on four of these company aircraft. The forward locking lug on one other aircraft was also found to be cracked with the other three aircraft ok.

<b>FLIGHT DESIGN</b>	<b>BOMBARDIER ROTAX</b>	<b>Normal descent</b>	<b>LSGG (GVA): Geneve/Cointrin</b>	<b>17/07/2014</b>	<b>201411034</b>
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Infringement of the Geneva TMA (Class C) by a microlight squawking 7000 at 7000ft. Standard separation maintained. Traffic info given.

Airspace C violation squawking 7000. Correct registration was ascertained via phone contact with both Chambery APP and LFLP TWR. The traffic first infringed TMA3 from the North of PAS at 7000ft, and was in potential conflicting course with fltnum1337 on left hand downwind for R/W05 (descending to 7000ft). As soon as the ATCO noticed the traffic, he gave a right turn as well as traffic info to fltnum1337 to maintain separation. Then aircraft descended to 6500ft but kept going direction southeast through TMA1 and across the ILS axis. ATCO called Basel Info, as well as Lyon, but it was in contact with no one. After crossing the runway axis, aircraft kept descending and contacted LFLB VFR, then LFLP TWR. No separation was lost. Fltnum1337 then proceeded with a visual approach, reporting traffic in sight. Pilot was notified that a report would be filed by LFLP ATCO. Later on, the pilot called Geneva ATCO to apologise and mentioned that his charts were not mentioning the infringed airspace. The Geneva ATCO told the pilot to check his charts and to contact Geneva Information on the return flight.

<b>FLIGHT DESIGN CT2K</b>	<b>BOMBARDIER ROTAX</b>	<b>Cruise</b>	<b>EGLC (LCY): London city</b>	<b>05/08/2014</b>	<b>201410628</b>
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Infringement of the London City CTA (Class D) by an unknown aircraft squawking 7000 at 1700ft. Aircraft identified as a Flight Design CT2K. Traffic info given. Standard separation maintained.

FK50 was established on the ILS R/W227 when a 7000 squawk was observed just outside the edge of the zone at 1600ft (unverified Mode c) base 1500ft, just North of the APC travelling South, which then just entered the edge of the zone. I advised FK50 of the traffic and asked if the pilot had the traffic in sight ? which he confirmed and that he was happy to continue the APC. I considered this to be the safe option as I had traffic 1000ft above and departure traffic to the North at the same level. I was distracted from my task by this and was late climbing fltnum17W which went outside CAS for a brief period in the climb. The 7000 changed onto a Farnborough LARS EAST squawk and was identified as a Flight Design CT2K reported at 1700ft on first call to Farnborough.

<b>FLY BUY ULTRALIGHTS IKARUS C42</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Cruise</b>	<b>EGHI (SOU): Southampton</b>	<b>02/08/2014</b>	<b>201410485</b>
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Infringement of the Solent CTA (Class D) by an Ikarus C42 microlight at 2600ft. Standard separation maintained. AIW activated.

At 1600 the AIW alerted me to traffic entering the Solent CTA(CTA-6). Blind transmissions were made but no response. The Mode S callsign was ZZZZZZ. I had previously worked an aircraft earlier with this down link callsign. The ATSA went through the strips and we believed the aircraft was an Ikarus C42 microlight. I made a blind call using this callsign and the pilot responded. I identified the aircraft as an Ikarus C42 microlight using SSR. I advised the pilot he had infringed the CTA and the pilot acknowledged this. I then gave him clearance to transit CAS. When I worked this aircraft earlier in the afternoon I had to give him a transit clearance due to his close proximity to Southampton CTR and I believe he entered then.

Supplementary 22/08/14:

The aircraft entered the Class D Solent Control Area without a clearance, whilst tracking North. The pilot admitted that the descent to operate underneath the Solent CTA was left too late resulting in the vertical airspace infringement and apologised for the incident caused by poor situational awareness and manual handling as he was aware of the airspace boundary.

<b>FLY BUY ULTRALIGHTS IKARUS C42</b>	<b>BOMBARDIER ROTAX</b>	<b>En-route</b>	<b>GOW</b>	<b>04/08/2014</b>	<b>201410589</b>
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Infringement of Prohibited Zone P502 by a Microlight at 2000ft.

I was working as the Radar controller when a C42 doing a cross country from Strathaven airfield and back to Stathaven airfield, infringed P502. I was vectoring two a/c for the ILS R/W23 when RAF Boulmer called to ask who the primary return was about one mile SE of P502. The primary return had just started to paint on my Glasgow assigned Radar when RAF Boulmer called. The a/c was toying with the line of P502 but then entered just in the south eastern corner for about a mile. I did a couple of transmissions on 119.1 asking if the a/c was listening out on my frequency but with no success. As the return looked as though it had departed Strathaven and was heading North to Cumbernauld my deputy watch manager phoned first of all Strathaven but with no success. At that time FIR called me and said they were working a C42, Strathaven to Strathaven and was just North of Strathaven this time at Altitude 2000ft. The A/C was heading North round the Glasgow Control Zone. I said I needed to work it as I believed the a/c had infringed P502. FIR advised they had reminded him about restricted airspace and tried twice to get him to call Glasgow Radar on 119.1. They also said the pilot sounded unsure about the radio. Eventually the a/c called but by this time they were well out the P502. I just carried on with a normal ATC for the a/c and did not mention the infringement as I did not want to make the pilot uncomfortable for the remainder of his flight. The RAF and Police personnel in the Radar room took all the details and organised that the Police would be meeting the a/c on landing.

<b>GROB G115</b>	<b>UNKNOWN</b>	<b>Normal descent</b>	<b>EGYD : Cranwell</b>	<b>21/07/2014</b>	<b>201410487</b>
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UK AIRPROX 2014/121 - Grob G115 and a BE200 for R/W26 at Cranwell at 1000ft. Missed approach initiated by BE200.

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<b>GROB G115</b>	<b>LYCOMING 360 FAMILY</b>	<b>Normal descent</b>	<b>Benwick</b>	<b>07/08/2014</b>	<b>201410956</b>
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UK AIRPROX 2014/137 - Grob G115 and a S76 at 2000ft 2nm South Benwick.

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<b>GROB G115</b>	<b>LYCOMING 235 FAMILY</b>	<b>Normal descent</b>	<b>EGGP (LPL): Liverpool</b>	<b>11/08/2014</b>	<b>201410967</b>
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Infringement of the Liverpool CTR (Class D) by a Grob G115 squawking 7000. Traffic info given. Standard separation maintained. Whilst mentoring a trainee operating on the Liverpool radar control position, a 7000 squawk was observed to enter controlled airspace in the vicinity of the town of Tarvin and track towards the final approach for runway 27. At the time a B737 was on left base for runway 27 ILS approach. Due to the current track and the unknown intentions of the infringing aircraft, B737 was instructed to continue on the Northbound heading and given traffic information. The 7000 squawk entered an orbit just south of the M56 motorway before tracking Southeast towards Oulton Park VRP. The aircraft entered the Manchester Low Level Route and began squawking 7366 (Manchester listening watch). EGCC approach confirmed the identity of the aircraft a G115 inbound to EGCB. I have not checked the radar or tape recordings but I do not believe that separation between the infringing aircraft and B737 was lost. Pilot was contacted.

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<b>GROB G115</b>	<b>LYCOMING 320 FAMILY</b>	<b>Circuit pattern - base leg</b>	<b>EGPN (DND): Dundee (Riverside Park)</b>	<b>19/08/2014</b>	<b>201411164</b>
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UK AIRPROX 2014/144 - Grob G115 and an EC120 downwind R/W27 Dundee at 1000ft.

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<b>GROB G115</b>	<b>LYCOMING 360 FAMILY</b>	<b>Initial climb</b>	<b>EGYD : Cranwell</b>	<b>31/07/2014</b>	<b>201410490</b>
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UK AIRPROX 2014/130 - Grob G115 and a military aircraft at 1000ft at Cranwell.

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<b>JABIRU</b>	<b>JABIRU 2200</b>	<b>En-route</b>	<b>EGTE (EXT): Exeter</b>	<b>15/07/2014</b>	<b>201409389</b>
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UK AIRPROX 2014/148 - Microlight and a DA42 13nm North West of Exeter at 2200ft. Traffic info given.

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<b>JABIRU JABIRU</b>	<b>JABIRU 2200</b>	<b>En-route</b>	<b>Not specified</b>	<b>04/07/2014</b>	<b>201409289</b>
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Infringement of the Stansted TMZ 1 (Class G) by a Microlight at 1300ft. I was working as the SS INT controller and at time 1127 I observed a primary only contact enter the TMZ 1 to the west of Haverhill tracking south East. I made a transmission to see if anyone in that position was on frequency but got no reply. I gave delaying vectors to two B737s and a further B737 was subsequently delayed.. Aircraft called on the frequency. His position report identified the primary infringing contact to be him. He was non transponding. Supplementary 11/07/14:  
The investigation has revealed that the pilot did report onto frequency as 'negative transponder', requesting a basic service. The controller informed him that he was inside the zone without permission, to which the pilot responded he was under the 1500ft limit (1300ft on qnh 1007). It was pointed out to him that he still needed to call for approval for entry into the zone without a transponder.

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<b>JODEL DR1050</b>	<b>CONTINENTAL (TELEDYNE) USA 200 FAMILY</b>	<b>Landing roll - on runway</b>	<b>EGBE (CVT): Coventry</b>	<b>21/07/2014</b>	<b>201409828</b>
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UK Reportable Accident: Aircraft ground looped on landing. One POB, no injuries reported. LH landing gear damaged. Subject to AAIB AARF investigation.

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<b>JODEL DR221</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>Wycombe Air Park ATZ</b>	<b>09/08/2014</b>	<b>201410998</b>
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UK AIRPROX 2014/140 - Jodel DR221 and a PA28 1/2nm inside Wycombe Air Park ATZ at 2000ft.

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<b>MILES (M3A Falcon)</b>	<b>DE HAVILLAND GIPSY MAJOR</b>	<b>En-route</b>	<b>Not specified</b>	<b>03/08/2014</b>	<b>201411210</b>
Infringement of the Maastricht CTR (Class C) and TMA by a Falcon M3A squawking 7000 at 1900ft. Aircraft infringed the TMA and CTR along the southerly border from east to west.					
<b>MOONEY M20</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>EGSS (STN): London/Stansted</b>	<b>11/07/2014</b>	<b>201409298</b>
Infringement of the London TMA (Class A) by a Mooney M20 squawking 7000 at 4000ft. Standard separation maintained. CAIT activated 4000 18nm ENE of EGSS. I did a blind TX and got no reply. Both myself and my final director had seen in previously on an FIR squawk. I was on the phone so my radar 2 called FIS and they said it was inbound to SC. He then called SC and got the details and asked for it to be transferred to 136.2. Aircraft called 136.2 was given a 7402 squawk and was informed he was inside controlled airspace, it appeared that he then started his own descent to leave CAS. I had an A320 inbound to ABBOT 5000 above but I turned him left just in case the unknown had climbed, I advised him of the reason and he seemed quite happy.					
<b>NANCHANG CJ6</b>	<b>OTHER (Nanchang HUOSAI-6J1A)</b>	<b>Scheduled maintenance</b>	<b>Unknown</b>	<b>24/05/2014</b>	<b>201406823</b>
Structural consideration for modification. The aircraft is often equipped with a supplementary smoke system usually installed on top of ballast weights which replace OEM removed equipment (ADF). The mounting frame/tray which sits span wise in the fuselage aft of the cockpit area is fairly well secured to the left side of the aircraft but the attachment to the right side adjacent to an inspection hatch is very shabby especially given the poor quality of assembly/riveting throughout the aircraft. The addition of the smoke system is accommodated by Weight and Centre of Gravity calculations but the additional weight amounting to 60 pounds(full) is in excess of the even the most optimistic expectations of structural integrity and the allowed +5 G factor will make the problem much worse. The reporter suggests that intimate inspection of the assembly and security of any frame supporting a smoke system be prioritized at each inspection or consideration be given to beefing up the frame attachments. The Supplier of the system has been advised of this observation and has offered to include service advice to owners of the type.					
<b>NORTH AMERICAN HARVARD</b>	<b>PRATT &amp; WHITNEY (USA) R 1340</b>	<b>En-route - holding</b>	<b>EGPH (EDI): Edinburgh</b>	<b>26/07/2014</b>	<b>201410141</b>
Infringement of the Edinburgh CTR (Class D) by a Harvard at 3000ft. Poor ATC service concerning the Harvard's flight strip, callsign and RT communications involved. Standard separation maintained. Inbound VFR aircraft entered control zone without a clearance. The events below took place during a period of extremely high workload for me on INT. A thunderstorm passed overhead the airfield causing a rapid reversal in the surface wind and multiple go-arounds, followed by an eventual runway change. Inbounds were weather avoiding and, at one point, also unable to hold at TWEED, so just kept coming. FIN was open, however, there were times when it was difficult for us, as well as AIR, to coordinate due to us all three of us having a high workload. I have listened to the replay of 121.2 to clarify my sketchy memories of the events and get an idea of timings. I may have sounded calm on the R/T, but I did not feel that way and I came very close to completely losing the picture! 1338: Harvard made first contact on 121.2. Unsure whether he was an overflight or inbound, I told him to standby and remain outside controlled airspace due to weather issues. Straight away, Harvard reported being 9nm south of Edinburgh and offered to take up a right hand orbit. During this transmission, I observed a radar contact squawking 7000 in the position he stated. I quickly realised this direction of orbit might shortly conflict with fltnum 48M who had gone around from RWY06 and was 2nm SE of the airfield at 3A, heading in a SE direction (roughly following the RWY12 climb out). So, I told Harvard to orbit left, to take him away from the fltnum 48M. I then told Harvard to squawk 0433 to identify him. Harvard had said he didn't have fuel to hold for long, but I did not pick up on this. 1338-1341: During this period, I had a quick search through EPFS for a strip on Harvard in pending overflights, but couldn't find one. I think I created an overflight strip and input the callsign wrongly on it. This probably led me to make a transmission asking for the last VFR station to say again the full callsign (which no one replied to), followed by the callsign error in the next transmission. 1341: I observed Harvard drifting northwards and told him to hold in his present position. I actually called him (incorrect callsign), though he responded to the call. 1343: Having now had chance to search through the EPFS pending arrival strips, I found an inbound strip on Harvard. Suspecting I had originally noted the callsign down wrong, I asked the pilot to clarify. This he did, reported visual with the airfield and able to take any runway. I confirmed that he was indeed inbound to land and issued a VFR clearance to operate not above 3A in the control zone. Harvard requested to move closer to the airfield. I told him to hold position, then coordinated with AIR for him to route to the RWY30 threshold to hold, remaining south of RWY24 (as this is what we would be changing to, though he landed on 06). I then transferred Harvard to the AIR frequency.					
<b>NORTH AMERICAN P51</b>		<b>Cruise</b>	<b>BNN</b>	<b>26/07/2014</b>	<b>201410137</b>
Infringement of the Luton CTR (Class D) by an unknown aircraft squawking 7000, resulting in loss of separation with an A320 on final approach to R/W08. Aircraft identified as a P51. Traffic info given. 7000 squawk with no mode C observed on a northerly track by BNN VOR - entered Luton CTR towards the RWY08 final approach track towards A320, A320 established on final. Unknown had no useful mode S data available, and a blind Tx elicited no response. Traffic info was passed to A320, but, although separation had been lost, no avoiding action was given. To turn right would have taken it towards outbound traffic, to turn left would have entered active gliding airspace, it was felt that to continue the approach would have allowed the unknown to pass behind (though it is admitted that relied completely on the unknown NOT turning right). A fairly steady sequence of inbounds was under way, and in order not to lose any gaps, only limited options were available to keep subsequent inbounds at bay. The unknown did turn left shortly after to clear the lateral limits of the CTR, but as no mode C was displayed, it is not known if this placed it outside CAS or not. The sequence was continued on the basis that the groundspeed of the unknown was relatively high, therefore resulting in fairly wide turn radii if it looked like coming back through again. The unknown was boxed to facilitate tracking, and it manoeuvred very close to the SW edge of Cranfield's ATZ. At first, staff there had no visual contact, but as it continued to operate in the same area, they did observe and describe an aircraft type. This was one of the most unpleasant experiences I have had with infringing traffic, as the options for avoiding action (had it remained inside CAS) were so limited. It was chosen to operate this aircraft close to the airspace of two busy airfields without making contact with either of the controlling units, or with Farnborough LARS. It was operated at a speed which brought it, in short order, close to traffic on final approach. By making the effort to avail of a service from any of those it could have, this would not have occurred. I would be very close to alleging negligence on the part of the pilot. After much tracking by the Luton controller who relieved me, during which the subject a/c was seen to route as far as Silverstone before routing back towards the scene of the crime, I was again able to follow its progress. The a/c switched off its transponder at 1236, but after a short period during which cover was lost in the vicinity of Laddingford (E of Gatwick CTR), its primary only contact was observed to join on a left base for the westerly runway at Headcorn at time 1243. Staff there were able to confirm that a P51 had just paid them the courtesy of a fly by as it was returning from Silverstone to its base. I allege P51 to have infringed the Luton CTR at 1130.					

<b>OTHER (HOMEBUILT)</b>	<b>JABIRU 2200</b>	<b>Landing</b>	<b>LEBG : Burgos</b>	<b>15/06/2014</b>	<b>201408692</b>
<p>Runway incursion. Request from Spanish Authority to investigate on their behalf.  A/c 1 landed on rwy 04 when it was occupied by other aircraft.  The incident took place on the third and last day of the Burgos fly party (LEBG). This aeronautical event brought together a large number of aircraft (around 70). As Sunday was the last day of such aeronautical event, the remain participant aircraft returned to their origin airfields. LEBG AFIS Hours of operation on the 06/15/2014 was determined by NOTAMb3215/14 from 09:00-09:30 to 10:00-15:00 utc, distinguished from normal operation hours 10:00-15:00 issued on AIP in force by a half an hour window enabled for an IFR departure (a/c 4 took off at 09:07). 16 lights aircraft (VFR) had taken off from LEBG and other were flying within LEBG fiz minutes before the airport started to operate as usual, more or less at 08:50. LEBG AFIS made a general call to all stations advertising that LEBG fiz would be opened at 9:00h urging Ulm 's within the vicinity of the airport to land or to leave the fiz before that time. Right after, several light aircraft pilots contacted LEBG AFIS and were indicated to still using air-air frequency until 9:00h. Once LEBG AFIS operation get started to operate and after being coordinated with Vitoria app, AFIS gave service to a piper 28 that took off at 9:00h as well as to the a/c 4 (IFR) which departed at 09:07h, with no traffic reported at LEBG fiz at that Moment. Shortly after, AFIS gave departure information to the information, which consisted of two piper 18, (a/c 2 and a/c 3). They had already entered the rwy from c gate and made a backtrack to rwy 04 up to b gate, position from they were going to start their take off run. On that position and after reporting they were ready for departure, AFIS gave them wind information as well as clear rwy Information. Afterwards and being the first aircraft on takeoff run, another aircraft was sighted on short final rwy04 by LEBG AFIS. Such aircraft neither was reported by Vitoria app nor contacted with BURGOS information at any moment. Because of its small size there was no possibility to sight it from the twr position in advance. AFIS tried to establish radio contact with the aircraft both in LEBG frequency 125.425 and emergency Frequency 121.5 without success. The aircraft landed on rwy04 threshold while the first aircraft of the formation lifted off and the second one was on takeoff run. That aircraft stopped in few meters; it was an ULM identified by LEBG AFISO with his binoculars. Thereupon a/c 1 vacated rwy by c gate towards the airclub area without responding to the continuous calls from LEBG AFIS. AFISO asked to the airclub manager the pilot to contact him as Soon as possible. A few minutes later the pilot apologized by the violation he had made (double violation, not only because he had landed on an occupied Rwy but also because he had operated an ULM during AFIS operating hours), the pilot tried to apologize arguing that rwy04 threshold paint reflected him and prevented him from viewing aircraft on rwy until last moment, and that he wasn't aware about the LEBG updated frequency. Besides, he added that he had read an advertisement about the Burgos fly party in which was said that ULM 's were welcome to such event. He indicated that due to the traffic on takeoff run and his ULM braking capacity, he decided to land considering he could do it safely.</p>					

<b>OTHER (Skyranger)</b>	<b>BOMBARDIER ROTAX</b>	<b>En-route</b>	<b>Not specified</b>	<b>23/06/2014</b>	<b>201408975</b>
<p>Infringement of the Edinburgh CTR (Class D) by two Microlights.  I was working as the Radar controller during a busy, mixed session with 5 IFR inbounds receiving a radar service, an IFR training aircraft, and various VFR aircraft on frequency; when microlight (1) called. Microlight (1) &amp; microlight (2) had previously routed into the Edinburgh zone from the North, crossed over the airfield tracking South West and landed at Latch Farm approximately 4nm. SW of Edinburgh, just North of the 24 climbout. When microlight (1) called, as above, I was too busy to deal with them at that point and asked him to standby. A short while later; possibly 30-45 secs. microlight (1) called again, and again I asked him to standby. Around 2 mins. later, I was in a position to talk to them so I called microlight (1); and received no response. Several minutes later microlight (2) called; and again I asked him to standby as I was about to give a closing heading to an inbound IFR aircraft. around two mins later, the VCR ATSA phoned to say that the pilot of microlight (1) had phoned to say that they were unable to hear 121.2 on the ground at Latch Farm; and would it be acceptable to me to allow them to depart Latch Farm into a low circuit and make contact with me. I agreed to this stressing that it was to allow two way communications. The ATSA agreed that he would pass that on. Five or six minutes later, I became aware of two primary radar contacts, about seven nm. South West of Edinburgh tracking toward the Cobbinshaw VRP. These contacts were consistent with the type of return from microlight A/C; so I asked the AIR controller whether he had cleared and was working them; he said not. A short while later microlight (1) called me to say that he and microlight (2) were about to leave the zone at Cobbinshaw. I stated that they had departed into the zone from Latch Farm without permission, and asked them to call the ATC WM on arrival in MULL, which they agreed to do. The pilot of microlight (1) apologised and said that he thought that they had been cleared to leave the zone.</p>					

<b>OTHER (CZAW SPORTCRUISER)</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Cruise</b>	<b>EGTK (OXF): Oxford/Kidlington</b>	<b>25/07/2014</b>	<b>201410086</b>
<p>Infringement of the Oxford ATZ (Class G) by a CZAW Sports cruiser at 1900ft. Traffic info given.  EGTK 250950Z 08008KT 050V110 9999 FEW016 22/17 Q1018=  Whilst on duty as the Oxford radar controller I observed a 7000 squawk get airborne from Enstone (EGTN) and climb to altitude 2000' on mode C, tracking directly toward EGTK. The OX east/west hold was active with a DA42 maintaining 3500' on a traffic service and traffic information was passed. As the 7000 squawk approached 2.5nm NW of EGTK, Brize ATSU phoned to advise that the aircraft had just tried to call Brize but they were unable to maintain two way communication with the pilot. The 7000 squawk then changed to 3702 and entered the EGTK ATZ at 1000 UTC. Traffic information was requested from Brize Zone but again they stated that the aircraft was still not talking to them and that they were attempting to get it to turn away from Oxford. The aircraft then tracked south through the EGTK ATZ, 1.5nm west of the aerodrome before turning southwest to leave the ATZ and enter the Brize CTR. Brize ATSU advised the call sign of the aircraft. Although the aircraft did not, on this occasion, fly into direct conflict with any Oxford traffic, Oxford tower did have inbound traffic inside the ATZ from the south east and traffic was held in the OX hold until the intentions of the aircraft were known. Jet traffic was also being vectored inbound from the south for the NDB(L)/DME 01 approach.</p>					

<b>OTHER (Groppo Trail)</b>	<b>SAUER Other</b>	<b>Cruise</b>	<b>EGCC (MAN): Manchester/Intl</b>	<b>26/07/2014</b>	<b>201410111</b>
<p>Alleged infringement of the Manchester CTA (Class D) by a Groppo Trail. Traffic info and avoiding action given. Standard separation maintained.  I was acting as FIN DIR at 1310 when an A321 was transferred to me from APP(S). As the aircraft was being transferred, an AIW alert activated on a 7000 squawk ahead of the A321 and to the right of its track. At this stage, the A321 was heading 085deg from MIRS1 and levelling at 5000', North of Manchester Airport. The 7000 squawk was in the Barton LFA, heading away from Barton, on a north-easterly track, but indicating 2100' and climbing into CAS. As the A321 contacted me, the unknown traffic continued climbing to 2200'. I was concerned that this aircraft was continuing to climb into CAS and into conflict with the A321. My first response to the A321, therefore, was an avoiding action left turn to [I believe] 040deg and passed traffic info on the 7000 squawk which was about 6 miles away in the A321s 1 o'clock position, which was immediately actioned by the A321 crew. The 7000 squawk levelled at about 2100' and continued tracking north-easterly, and shortly afterwards left the Manchester CTR at which point the AIW alert cancelled. Mode S data indicated the subject aircraft may have been a Groppo Trail. APP(S) attempted to call this aircraft, but to no avail. Further traffic info was passed to the A321 as they passed North of the unknown contact. The ERBM tool was used and indicated that separation of 4.9 miles and 3000' was maintained. Shortly afterwards, the A321 was turned back into the radar circuit and landed with no further incident, although a small delay resulted from the extra track distance given.  Supplementary 28/07/14:  Manchester Approach gave radar avoiding action. 50° left. A TCAS unmarked advisory popped up, but disappeared after 5 seconds. ATC filed avoiding action.</p>					

<b>OTHER (TL 2000UK STING CARBON)</b>	<b>BOMBARDIER ROTAX</b>	<b>Cruise</b>	<b>Not specified</b>	<b>26/07/2014</b>	<b>201410138</b>
<p>Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at 2900ft, resulting in loss of separation with an inbound B737. Aircraft identified as a TL 2000 Sting. CAIT activated. Traffic info given. TL 2000 Sting entered CAS again, twice.</p> <p>Whilst working as INT, CAIT alerted me to an aircraft squawking 7000 infringing the TMA. TL 2000 Sting was shown via Mode S download as the infringing aircraft. A blind transmission was made, and the FIN controller contacted Farnborough LARS to see if they were working it. I was working B737 downwind, which was in confliction with TL 2000 Sting. TL 2000 Sting's maximum altitude was 2.9A. B737 was descending from FL70 to 4.0A. I instructed B737 to stop descent (he was around FL65), and issued a turn. TL 2000 Sting then descended outside CAS. Over the next 5-10 minutes TL 2000 Sting was observed to enter CAS briefly again on two occasions.</p>					
<b>OTHER (Silence Twister)</b>	<b>UNKNOWN</b>	<b>Taxi to runway</b>	<b>EGNT (NCL): Newcastle</b>	<b>26/07/2014</b>	<b>201410230</b>
<p>Runway incursion by two Twisters.</p> <p>At the time of the incident I was in the GMC position and the work load was very high due to aircraft departing and recovering from the Air show. The traffic levels and complexity were also increased due to an emergency landing and subsequent temporary blocking of the runway 10 mins prior to this incident. Twister Duo were a pair of Twister aerobatic aircraft that were participating in an Air show and due to air show slots they had to depart before other display aircraft that were taxiing at the time. Twister Duo were taxied to Hold F (short of runway 25) and given their Zone clearance. They then reported ready for departure and that they could depart Runway 25 from Hold F without a backtrack. I acknowledged they were ready and turned to the ADC controller to advise that I was transferring them to her and that they could depart from Hold F. The ADC controller then looked over my shoulder and told me that they were in the process of entering the runway. The ADC controller had an A320 on a 4 mile final but had not issued a landing clearance so we quickly agreed to transfer the Twisters to her and they were given Immediate departure ahead of the A320. The pilot of the lead Aircraft apologised for entering the Runway without a clearance.</p>					
<b>OTHER (Aerospool WT9 Dynamic)</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>OSPOL</b>	<b>29/07/2014</b>	<b>201410254</b>
<p>Infringement of Airway M189 (Class A) by an unknown aircraft indicating FL85. Aircraft identified as a Dynamic microlight. Standard separation maintained.</p> <p>At 1113 a 1177 squawk was observed inside CAS between OSPOL and NEVIL indicating FL85 where the base of CAS is FL75. Enquiries with London FIR revealed the aircraft to be a Dynamic microlight which had called the FISO already inside CAS and was requesting a crossing clearance of the Portsmouth DAs. No other traffic within the sector was affected by this infringement.</p> <p>Supplementary 02/08/14:</p> <p>I took over the FIS tactical position at 1100 UTC with a light traffic load. My colleague whom I had just relieved had completed their handover but was still standing close by. I was called on 124.6 by a Dynamic microlight aircraft. He reported at 8500 feet mid-channel and a heading of 320deg. I instructed him to select the FIS SSR code 1177. From previous experience, I suspected his position would be somewhere to the NE of the Cherbourg peninsula, and I was concerned that his routing may place him either inside, or adjacent to, CAS or an active danger area. When the SSR code appeared on our FID it confirmed that he appeared to be inside CAS in Airway M189 (base FL75) approx 10 NM NE of NEVIL, and about to infringe EGD040 which was notified as active. My immediate concern was the DA, and so I queried whether the pilot was aware of the Portsmouth DA complex activity (EGD036-040) and whether he had a map to help him locate the DAs relative to his position. He confirmed he had a map to show the DAs, but was unaware of the activity status of them. My FISO colleague initiated a call to Plymouth Mil Radar to inform them of the situation and to request a clearance through the EGD040 on a direct track to destination. This was duly coordinated, with the stipulation that he was not below 3500 feet. This was passed to the pilot along with the Portland RPS. At about this time LAS South approached the sector to inform us that there was a 1177 Squawk indicating 8500 feet inside CAS (Airway M189) to the NE of NEVIL, where the base is FL75. I confirmed I was now aware of this but had prioritised the DA avoidance initially. I then informed the pilot I believed he was inside CAS based on the details above and the comments from the LAS, and he confirmed he would be descending to FL75. Shortly after that my colleague called P Mil again to give them the level change and extend the coordination to transit EGD037 as well. After this was agreed, the details were passed to Solent Radar who agreed to take the traffic once it was clear of all the DAs. The traffic was transferred to Solent at 1125 once clear of EGD037. This report has been filed to the best of my recollection and there has been no review of any RT or radar data at this time.</p> <p>CAA Closure:</p> <p>Investigation confirmed that there was no loss of separation or impact on other traffic. On this occasion, the French Authorities have not been contacted. The registration will be monitored for further incidents.</p>					
<b>OTHER (Flexwing - Microlight)</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>EGTK (OXF): Oxford/Kidlington</b>	<b>29/07/2014</b>	<b>201410296</b>
<p>Infringement of the Oxford ATZ (Class G) by a flex wing microlight. Traffic info given.</p> <p>I had just taken over in radar with the calibrator aircraft on final approach R/W19 to fly through and climb out. I noticed a primary only contact appear to the NW of the ATZ and track North-South just inside the boundary. Traffic info was passed to the calibrator aircraft as it climbed out and toward the contact. The calibrator reported visual with at first a helicopter but then changed his report to a flexwing microlight and upon questioning reported its level to be 1200 ft. The contact was tracked as it continued on an easterly track to 1 1/4 West of the aerodrome (3/4 mile inside the ATZ) and then turned around and cleared the area. The contact was traced to Enstone aerodrome where radar contact was lost in the vicinity of the aerodrome at 1039.</p>					
<b>OTHER (Hawker Sea Fury T MK.20)</b>	<b>BRISTOL CENTAURUS</b>	<b>Unknown</b>	<b>EGDR : Culdrose</b>	<b>31/07/2014</b>	<b>201410432</b>
<p>UK Reportable Accident: Engine failure forced landing, gear collapsed. One POB, no injuries reported. Subject to AAIB AARF investigation.</p>					
<b>OTHER (CZAW SPORTCRUISER)</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Initial climb</b>	<b>Kingarth Airstrip</b>	<b>09/08/2014</b>	<b>201410639</b>
<p>UK Reportable Accident: Aircraft crashed shortly after takeoff, aircraft destroyed. 2 POB, one fatally injured, one serious injury. AAIB Field investigation.</p>					

<b>OTHER (Microlight)</b>	<b>UNKNOWN</b>	<b>Taxi to runway</b>	<b>EGPC (WIC): Wick</b>	<b>14/08/2014</b>	<b>201411168</b>
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Aircraft failed to comply with ATC instructions. No readback of any information or clearance limit. Pilot displayed poor understanding and use of English language. A/c had filed a VFR FPL for a departure at 1100. At approximately 1120 he called me from the hangar for departure. The quality of the radio transmission was very good. However the pilot appeared not to understand any instructions given to him. I tried, unsuccessfully, to obtain a readback of the runway in use and QNH. The aircraft was then seen to taxi without clearance onto the loop taxiway. I instructed him to hold at 'E', but he stopped immediately. In spite of being instructed to hold position he then subsequently taxied past the holding point. Most of my transmissions elicited no response, although occasionally, 'Okay', and 'I take off', were heard. I requested a Local Standby as the aircraft's movements were so unpredictable. I also had a scheduled aircraft to taxi and depart. Once the scheduled aircraft was airborne at 11:32, I tried again to give taxi instructions to the a/c concerned, to hold 'C'. An unintelligent response was made, which appeared to contain the phrase, "I taking off". He taxied at speed through 'A', across the apron, then through 'B' and 'C', infringing the runway. I transmitted line-up instructions and the aircraft was observed to backtrack and then start a take-off run. I transmitted take-off clearance as he was getting airborne. I never at any time managed to get a readback of any information or clearance limit, and the pilot appeared not to understand basic aviation terms such as Stop, Hold Position or Readback. The events described have not been checked for accuracy against the appropriate RTF recording. EGPC 141120 METAR 31007 9999 VCSH FEW006 SCT010 BKN038 14/12 Q1008

<b>PIETENPOL AIRCAMPER</b>	<b>CONTINENTAL (TELEDYNE) USA 200 FAMILY</b>	<b>Level off-touchdown</b>	<b>EGYD : Cranwell</b>	<b>23/07/2014</b>	<b>201410274</b>
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UK Reportable Accident: Landing gear collapsed. Two POB, no injuries reported. Substantial damage to aircraft. Subject to AAIB AARF investigation.

<b>PIPER PA23</b>	<b>LYCOMING 540 FAMILY</b>	<b>Cruise</b>	<b>En route</b>	<b>05/06/2014</b>	<b>201407200</b>
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Prolonged loss of communication (PLOC). I was operating on console OP30H as STAFA Tactical controller. At approximately 11:30 aircraft, whose cleared level was FL90, had a mode C indication of FL93. I asked pilot to check his altimeter setting and confirm that he was at FL90, which he did. At approximately 11.35, I again asked him to check he had 1013 pressure set as the mode C indication was still FL93. There was no response. I tried numerous times to get in contact, including relays, and with the assistance of other nearby sectors. Communication was not restored until approximately 11:56. The aircraft was then transferred to the necessary Military frequency

<b>PIPER PA24</b>	<b>LYCOMING 540 FAMILY</b>	<b>En-route</b>	<b>EGFF (CWL): Cardiff</b>	<b>03/07/2014</b>	<b>201408945</b>
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PA24's Mode A showed as 2640 on Cardiff SSR display but showed as 3640 on Clee display. A/C mode A selected 3640 showing as 2640 on SSR. A PA24 departed showing a mode A of 2640 on the Cardiff display. The a/c was asked to recycle and 2640 reappeared. Looking at the Clee display the a/c was showing a mode A of 3640 which was being code call sign converted. The a/c was also displaying a STCA warning, possibly against itself as there was no other a/c close enough to legitimately cause this alert.

<b>PIPER PA25</b>	<b>LYCOMING 540 FAMILY</b>	<b>Take-off - aircraft tow: Other</b>	<b>Portmoak</b>	<b>16/07/2014</b>	<b>201409689</b>
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UK Reportable Accident: Tug take-off impaired by glider manoeuvre. POB to be confirmed. Substantial damage to aircraft. Investigation referred to BGA.

<b>PIPER PA28R</b>	<b>LYCOMING 360 FAMILY</b>	<b>Landing</b>	<b>EGTB : Wycombe Air Park/Booker</b>	<b>14/07/2014</b>	<b>201409448</b>
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UK Reportable Accident: Nose gear would not fully extend. Two POB, no injuries. Aircraft damaged. AAIB AARF investigation.

<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>EGGW (LTN): London/Luton</b>	<b>22/07/2014</b>	<b>201409838</b>
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Infringement of the London TMA (Class A) by a PA28 squawking 7000 at 4400ft. Traffic info given. Luton departures were stopped and several aircraft were broken off final approach. At least one loss of separation recorded. Aircraft subsequently infringed the Luton CTR (Class D). Appropriate CAA action is being taken as a result of this incident.

<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>EGNR : Hawarden</b>	<b>23/07/2014</b>	<b>201410025</b>
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Infringement of the Liverpool CTA (Class D) by a PA28 at 2500ft. Traffic info given. Standard separation maintained. Working as WAL Planner CAIT was activated by a 4000 squawk NW of WAL in the Liverpool CTA. The mode C was indicating 2500 feet. I contacted Liverpool who did not have any details of the traffic. We had already transferred a B737 to Liverpool however we also had an ATR42 inbound to EGCC to whom the Tactical gave a turn to maintain required separation. The 4000 squawk continued in a south westerly direction with the height readout fluctuating between 2200ft and 2500ft. After approx 5 min's Liverpool called to confirm that the aircraft was a PA28 and that it was now talking to Hawarden on a 4601 squawk.

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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Approach</b>	<b>EGBP : KEMBLE</b>	<b>25/07/2014</b>	<b>201410078</b>
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UK AIRPROX 2014/122 - PA28 on approach, flown by a student pilot and a PA28 in climb from R/W08RH, flown by a student pilot with instructor, in Class G airspace. PA28 had flown approach to incorrect runway. PA28 in climb took evasive action.

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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>EGVP : Middle wallop</b>	<b>23/07/2014</b>	<b>201410081</b>
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Infringement of the Middle Wallop ATZ (Class G) by a PA28 at 1500ft.  
At 1222Z I received a call from Wallop Approach informing me of a 7000 squawk approaching Great Wood Gate (Approx. 51 10.49N 001 32.78W) from the NE indicating 1500FT QFE on the VRD, descending. The aircraft was observed to continue SW bound towards Middle Wallop (EGVP), passing approximately 1NM to the north of the airfield, crossing the extended centreline of Runway 36 at 1224Z and at a height estimated visually to be between 700FT and 1000FT QFE. The aircraft was then observed to turn north towards Thruxton Aerodrome (EGHO). I direct dialled the AGCS Radio operator at EGHO who stated he had an aircraft, a PA28 which he believed had misidentified Middle Wallop as Thruxton. The 1150Z weather report for Middle Wallop reported colour state blue, cloud few at 3500FT and a prevailing visibility of 30KM. traffic levels were light, the infringement did not impact operations nor result in an airprox.

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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Taxi to runway</b>	<b>EGNV (MME): TEESSIDE</b>	<b>24/07/2014</b>	<b>201410087</b>
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PA28 exceeded clearance limit during taxi out.  
After being given instructions to taxi to holding point D2, PA28 reported that he had missed D2 and was now at D1. He said he did not see either the holding boards, or the lit stop bar. PA28 was instructed to taxi back to D2 to remove him from the ILS critical area. At the time the sun was quite bright but not too low on the horizon.

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<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Taxi from runway</b>	<b>EGBP : KEMBLE</b>	<b>21/07/2014</b>	<b>201410089</b>
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UK AIRPROX 2014/125 - PA28 and a Microlight at Kemble.

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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Landing</b>	<b>EGKA (ESH): Shoreham</b>	<b>27/07/2014</b>	<b>201410208</b>
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PA28 made an unauthorised landing outside of aerodrome published hours.  
Appropriate CAA action is to be taken as a result of this incident.

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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>EGGW (LTN): London/Luton</b>	<b>04/08/2014</b>	<b>201410423</b>
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Infringement of the Luton CTR (Class D) by an unknown aircraft, squawking 7000, indicating 1500ft. Aircraft identified as a PA28. Check all imposed on departures and some inbound delayed. Traffic info given.  
A7000 with Mode C indicating 1500ft infringed Luton zone 5nm South of Luton. The contact continued North toward the airport before turning West and then South to leave CAS. The tower advised and a 'Check All' used to stop all departures. There were a number of inbound a/c, some were delayed as a precaution. The contact was identified with the assistance of Elstree radio.

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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>Wareham</b>	<b>05/08/2014</b>	<b>201410614</b>
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UK AIRPROX 2014/132 - PA28 and a military aircraft, 1nm SE of Wareham in Class G airspace. Military aircraft made a left turn to avoid.

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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>Donna Nook</b>	<b>04/08/2014</b>	<b>201410736</b>
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Infringement of Danger Area EGD307 (Donna Nook) by a PA28 at 2700ft.  
I received a call from Humberside that an aircraft was entering D307 on the South Western boundary of the range tracking S - N at approximately 2700 ft. I had military aircraft on the range about to commence Air to Ground operations. I told the military aircraft to remain switches safe. At approximately 1210L I received a call that the aircraft was departing D307 to the North. I spoke to the Humberside controller, who informed me that of the aircraft's identity, a PA28 out of Nottingham for Gamston. The aircraft had been handed over by Coningsby to Humberside at 2700ft Barnsley pressure 1009 in the Strubby area but had failed to come on frequency. I believe the Humberside controller established comms with the aircraft as he was departing the range to the North.

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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Standing : Engine(s) Start-up</b>	<b>EGTB : Wycombe Air Park/Booker</b>	<b>07/08/2014</b>	<b>201410908</b>
<p>Aircraft fire on start up. ATC not aware due to obstructed view from VCR. RFFS in attendance who extinguished fire directly. Aircraft suffered engine failure on start up after refuelling. details of the incident were passed to ATC after the event as they were unaware because the aircraft was obstructed from view on the eastern pumps by the fuel bowser. The fire was extinguished directly by RFFS who on scene at the time; no persons injured. ATC have previously requested that the bowser not be positioned so its blocking the view of the pumps. This request has been filed once more post this incident.</p>					
<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>Alderbury VRP</b>	<b>08/08/2014</b>	<b>201410955</b>
<p>UK AIRPROX 2014/136 - Two PA28's at 2300ft 1.5nm from Alderbury VRP.</p>					
<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>SAM</b>	<b>16/08/2014</b>	<b>201411261</b>
<p>Infringement of Southampton CTA (Class D) by a PA28 squawking 7000 at 2500ft. Traffic info and avoiding action given. Separation lost. R/W20, QNH 1020, 9999, SCT042. At approximately 1518z I was operating as OJTI on Solent Radar with an ATCO returning to duty. Traffic levels were medium largely due to freecallers, FIN/Coord was in use. An inbound was approximately 8S SAM at Alt 4A heading 035deg DWL for R/W20. Both the ATCO and I noticed a primary return with associated 7000 squawk approximately 3.5nm South of the inbound aircraft heading eastbound towards Cowes, indicating Alt2A then Alt2.1A unverified in a portion of the Solent CTA with a base of Alt2A. Mode S indicated that the callsign might be a PA28. As it changed to Alt2.2A the ATCO issued avoiding action turn of 350deg to the inbound aircraft and passed traffic info. The inbound aircraft was approximately 3.5nm North of the unknown heading away, so a likely LOS. The unknown continued to climb eastbound indicating Alt2.5A unverified as it left the CTA. The ATCO and FIN ATCO put out blind calls but there was no reply. Shortly afterwards at 1527z, FIN noticed that the aircraft was overhead Portsmouth on a LF squawk 0452. The radar ATSA phoned LF LARS who provided the details as a PA28, HJ - TF and asked LF to relay a request for the pilot to phone Solent after landing. At time of writing, no phone call yet received. Inbound aircraft continued for a normal approach and landing. No other aircraft affected.</p>					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>EGCC (MAN): Manchester/Intl</b>	<b>29/07/2014</b>	<b>201410404</b>
<p>Infringement of the Manchester CTA (Class D) by an unknown aircraft squawking 7000 at 2400ft. Aircraft identified as a PA28. ATC stopped all Northbound departures. Standard separation maintained. At 1150 I observed an aircraft squawking 7000 south west of Barton on a northerly track. Its mode C indicated 1900ft. The aircraft continued to climb to altitude 2400ft, indicating that it had entered the Manchester CTA above Barton aerodrome. I immediately called the departures controller and stopped all north bound departures. I called Barton, who confirmed that they had an aircraft in that position, and that it was at altitude 2400ft. It was later determined that this aircraft was PA28. Supplementary 11/08/14: Flew up the LLC at 1100/1200 ft and after leaving the LLC started to climb to 1800ft for Barton. Not watching my altitude properly and rose to 2500ft.</p>					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>EGKK (LGW): London/Gatwick</b>	<b>03/08/2014</b>	<b>201410513</b>
<p>Infringement of the Gatwick CTA (Class D) by a PA28 squawking 7000 at 2000ft. Traffic info given. Separation lost. An A7000 squawk was seen to enter CAS East of EGKK tracking North toward the 26L final approach at 2000ft indicated. B737 was in close proximity to the infringing aircraft in the descent to 3000ft to join the ILS and was passed traffic as he went in front of the infringer. At that stage of flight I considered it would be more disruptive to break off the approach to achieve separation than to let B737 continue past the infringer. Fltnum35BT was the next in the landing sequence and was given an extended circuit before joining the ILS after the infringer had cleared away to the North. The infringing aircraft was tracked to EGKB. I spoke with EGKB ATC who identified the aircraft. Supplementary 12/08/14: My return trip was along the coast intercepting Mayfield VOR on a 045 radial to and from heading then intercepting Biggin VOR on a to radial of 290-300 unfortunately due to an error on my part I had inadvertently selected a 340 to radial to Biggin .This was my mistake for which I offer you my most sincere apologies.</p>					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>EGCC (MAN): Manchester/Intl</b>	<b>14/08/2014</b>	<b>201411112</b>
<p>Infringement of the Manchester CTR (Class D) by a PA28 squawking 7000 between 1600 and 1800ft at the northern end of the LLR. Standard separation maintained. At 1543, I noticed that a 7000 squawk had set off the AIW at the northern end of the LLR. The aircraft's level was showing as between 1600 and 1800ft. The Mode S information indicated the aircraft's callsign. I made a call to the aircraft twice on 118.575 but there was no response. I then called Barton to ask them that if the aircraft was on their frequency, that they get the aircraft to call me on 118.575 - so that I could 'identify' the aircraft. A few minutes later the aircraft called me with a 4366 squawk now on. I advised him that he had infringed CAS and that the max alt in the LLR was 1300 feet. He apologised for his actions and then said that he wished to change to Warton Radar - which I acknowledged. The aircraft appeared to be out of Barton, heading northwest, entering the northern end of the LLR from the Barton LFA. Also see Open 2014 10404 and 201409969.</p>					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Taxi to runway</b>	<b>EGCB : Manchester/Barton</b>	<b>15/08/2014</b>	<b>201411215</b>
<p>PA28 failed to comply with ATC instructions to hold position. Aircraft on final for R/W09 went around on the dead side. Aircraft was instructed to taxi to holding point B3 from the fuel pumps. The pilot taxied along the southern taxiway and was advised by the duty FISO to taxi to the 32 numbers and await further instructions. Continued to taxi to A3 where it was twice instructed to hold position. The aircraft read back "hold position". After a short time, the aircraft began to taxi over the A3 hold line whilst transmitting "aircraft request cross 27 to B3." aircraft on final for 09 went around on the dead side. Aircraft was then given progressive taxi instructions to holding point B3.</p>					



<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Initial climb</b>	<b>EGFH (SWS): Swansea</b>	<b>22/07/2014</b>	<b>201409886</b>
<p>MAYDAY declared and forced landing carried out on beach due to engine fire.</p> <p>MAYDAY declared at 14:57 pilot reporting an engine fire and stating he was returning to departure airfield. I gave the aircraft a steer to return and telephoned the airfield to advise them of the situation. The pilot then reported that he may not be able to make it back to before stating that he was making a forced landing on a beach at his actual location was approximately 5 miles to the West of where he stated. D&amp;D were advised and the airfield was kept up to date with the information. The pilot telephoned the unit a short time later to state that the aircraft was safely on the ground and that all three passengers were safe. (ATC Investigation Report received).</p> <p>Supplementary 26/07/14: 22nd of July, I was flying the aircraft on a private general aviation flight with two friends. The aeroplane was in a serviceable condition having undertaken a 50 hour check on 18th July 2014. The aircraft was being ferried. The aeroplane had a thorough visual inspection of the engine under the cowling, the airframe, control surfaces and instruments as per the POH. The aircraft had been fully fuelled before departure and had an oil reading of eight. The aircraft was started at 15:40 local time and proceeded to taxi to runway 22 via taxiway Alpha and held short at alpha for a longer than usual engine run up as the aeroplane had not been flown for two weeks, the magnetos and carb heat was checked and the RPM drop was as expected. Due to the OAT and TOM, I expected a slightly longer take off run than usual which occurred, the RPM of the engine was 2350 which was usual, on handover to Radar, I reported passing roughly 1400ft for altitude 4000ft. Moments later the rate of climb was reduced, I called ATC and announced that we were maintaining 2000ft for the time being and levelled off with the intention to see if the air speed increased. At that time we were over the bay on a direct line track with the CPT VOR at 2000ft. Within seconds of levelling, we received rough running on the engine and carb heat was applied, an RPM drop of 300RPM was noted which was higher than normal, after a few seconds I decided to return to the A/D, before I could turn back and notify air traffic, a spray of oil was appearing on the windscreen on the right hand side and then grey smoke started coming out of the air vents in the cockpit, a MAYDAY call was made 15:50 roughly and we were told the airfield was in our 12 o'clock at seven miles (we had made a 180 degree turn), we could not make the airfield. Servo rough running and major oil leaked out about 1.5miles from the shoreline and we elected to land on the beach. An uneventful landing was made at 15:55 with no damage to aircraft or passengers.</p>					
<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Missed approach or go-around</b>	<b>EGTC : Cranfield</b>	<b>08/08/2014</b>	<b>201410812</b>
<p>PA28 carrying out a standard missed approach climbed above CIT at 3500ft.</p> <p>At 11:09 PA30 in the hold CIT at 3.5A reported that a PA28 had just gone over the CIT at 3.5A. I asked him to confirm that the aircraft was at the same level as him, which he confirmed. PA28 had just reported that he was beacon outbound for an ILS approach, having been cleared on a Standard Missed Approach. I asked him to report his level, to which I received a garbled response which included the 'two thousand seven hundred feet'. I asked if he had climbed to 3.5A and he confirmed that he had. When the aircraft had parked up I asked the pilot to report to the tower. A colleague spoke to the pilot because I was still controlling. The pilot said he knew what he had done but was looking at the plate and was confused because the LHA is displayed as 3.5A.</p>					
<b>PIPER PA28R</b>	<b>LYCOMING 320 FAMILY</b>	<b>Final approach</b>	<b>EGNS (IOM): Isle Of Man/Ronaldsway</b>	<b>30/05/2014</b>	<b>201406938</b>
<p>Gear unsafe indication. Full emergency declared.</p> <p>On duty as Aerodrome Controller. Aircraft was inbound VFR and reported on final approach to runway 08 was cleared to land. The pilot then informed me that he did not have nose gear down indication but was 'changing the bulb'. I confirmed that he was cleared to land or make a go-around as appropriate and the pilot subsequently called going around. As the aircraft flew past the Tower, all gear appeared to be down in a correct position and the nose gear doors fully extended. The pilot was informed of this. I suggested that he hold to the north of the airport while he assessed the situation. At that point I initiated a local standby with the RFFS pending further information. The pilot then wished to climb and hold off while he attempted to resolve the situation. AT around 16:30, I was advised by the ATC Supervisor that the pilot had been unable to achieve a gear safe indication but wished to come back and land. A plan of action was agreed to allow some inbound aircraft to land ahead and the emergency was upgraded to a Full Emergency. Another go-around was carried out to for gear inspection and the gear all appeared to be extended correctly. The pilot was informed and the aircraft landed safely and stopped on the runway. The aircraft taxied to apron and was inspected by the RFFS and the incident was closed at 18:48.</p>					
<b>PIPER PA28R</b>	<b>LYCOMING 360 FAMILY</b>	<b>Aircraft modification</b>	<b>EGMC (SEN): Southend</b>	<b>28/07/2014</b>	<b>201410234</b>
<p>Modification found not compliant with approved data.</p> <p>We were tasked to embody a Garmin GTN 650 system as a mod to this aircraft. During the pre-assessment phase, the following deviations from design data were noted on a currently installed Garmin system; The GA 35 GPS antenna was bolted directly to the aircraft skin with no doubler employed and metal burring of the drilled holes had not been addressed. All crimp type connectors have been soldered on the following equipment, GNS430W, GMA 340, GTX 328 and SL 30. Ground wires, part of the SL 30 wiring harness were joined together using an unknown method. The joining method failed and the wires separated when disturbed during the SL 30 removal for access. Deformation of the wires suggests that they were twisted together, no evidence of solder is present on the wire cores. Further ground wires were found joined together employing the above method. Due to over stripping of the insulation on several cables, the cores were beginning to fracture. These joints were originally sheathed in heat shrink removed for the inspection. Cable P/N 5473C has been used at multiple points as a substitute for M27500 specification shielded cable. The maximum temperature specified for 5473C is 80°C, whereas M27500 is rated up to 200°C. We have undertaken to repair the deficiencies and ensure the installation meets the requirements of the design data. This is subject to the agreement of the owner.</p>					
<b>PIPER PA31</b>	<b>LYCOMING 540 FAMILY</b>	<b>Taxi to runway</b>	<b>EGLC (LCY): London city</b>	<b>19/07/2014</b>	<b>201409875</b>
<p>PA31 started up and taxied out of Jet Centre apron without a marshaller.</p> <p>The AOSU was notified by Jet Centre that the a/c had started up and taxied out of the Jet Centre without a marshaller present. At the time of the occurrence the PA31 was parked in the NE area of the JC East of the CP line facing South. Once the aircraft had started up the crew taxied out of the Jet Centre without any marshalls present. AIP textual data Section 1 part (i) states All aircraft, parked on the main apron stands or the Jet Centre apron, shall only commence start up when a marshaller is present and available to give start up signals. An internal investigation has been initiated into the occurrence.</p>					

<b>PIPER PA32</b>	<b>LYCOMING 540 FAMILY</b>	<b>Cruise</b>	<b>ORIST</b>	<b>29/07/2014</b>	<b>201410256</b>
<p>Infringement of Airway Q41 (Class A) by a PA32 at FL50. Standard separation maintained.  An a/c subsequently confirmed by Jersey to be a PA32 was seen to infringe Q41 north of ORIST on being handed over from Jersey Zone to London Mil. The a/c was approximately 1 nm within the eastern side of R41 at c.FL50 before turning east to leave regulated airspace. Jersey advised initially that the a/c was working London FIS but they did not speak to it. The a/c was subsequently observed to select a Plymouth Radar squawk. There was no safety impact on other sector traffic.  Supplementary 04/08/14:  Possible infringement of Q41 by light civilian aircraft. I was controlling on Plymouth Mil LARS East. PA32 called on VHF at approximately 1220 asking for information on activity taking place in D036 that would affect his transit in the climb to 6000ft. I informed him there was no hazardous activity to effect and asked him if he required a service to which he replied no. There was a 7000 squawk close to edge of Q41 but diverging, with a Mode C indication of 038 and climbing. As the 7000 appeared to still be tracking very close to Q41 I asked PA32 if he was aware of Q41 base level FL35. He said he was altering his course 10 to 15 degrees to the right and I once again asked him if he would like a service. This time he said yes for a BS at which point I changed the squawk to 4530 and it was the 7000 near to Q41. I later received a phone call from Sector 20 asking if I was working a callsign PA32 as they believe it had infringed Q41. They asked me to inform the pilot to which he responded that according to his GPS he was just to the eastern edge of the airway.</p>					
<b>PIPER PA34</b>	<b>CONTINENTAL (TELEDYNE) USA 346 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>DTY</b>	<b>10/07/2014</b>	<b>201409410</b>
<p>ATC climb clearance confusion.  Cleared into CAS on track DTY FL80 to be at 6,000ft or greater by IUXRA. Read back as such by the student and not challenged by the controller. At FL73 Controller requested we check altimeter setting as transponder indicates 73. Student spoke to controller saying he understood the climb to FL80 which controller said was 70. Immediate descent to 70 initiated. There was no further discussion. Both the student and myself had understood the clearance to be 80. I have interviewed the pilots involved who both are confident they believed they were cleared FL 80.</p>					
<b>PIPER PA38</b>	<b>LYCOMING 235 FAMILY</b>	<b>Approach</b>	<b>EGGP (LPL): Liverpool</b>	<b>15/08/2014</b>	<b>201411247</b>
<p>Runway Incursion by a wildlife control vehicle. PA38 clearance for a touch and go was cancelled and aircraft told to continue approach.  Falcon 7 (wildlife control vehicle) was holding at Z15 a vehicle holding point to the north of Runway 27 and requested to cross the Runway to Z8, a vehicle holding point to the south of Runway 27. Falcon 7 was instructed to 'hold at Z15' but read back 'crossing the runway will report vacated at Z8'. Falcon 7 was observed quickly crossing the runway. PA38 was on 2 mile final and had already been cleared for a touch and go. I heard the incorrect read back but by the time the vehicle had completed the read back he was already on the runway, I deemed it safer to allow the vehicle to cross rather than tell him to turn around and vacate. PA38's touch and go clearance was cancelled and told to continue approach. Falcon 7 was observed vacating the runway at Z8.</p>					
<b>PIPER PA38</b>	<b>LYCOMING 235 FAMILY</b>	<b>Circuit pattern - downwind</b>	<b>EGNR : Hawarden</b>	<b>01/06/2014</b>	<b>201407110</b>
<p>Engine vibration and power loss.  The aircraft was positioned in an orbit for separation late left downwind for runway 22. The aircraft experienced engine vibration and a drop in power. I requested immediate clearance to land, we landed safely without any issues and no assistance was required. The spark plugs were removed for assessment. All plugs were clear from oil/fuel/soot however all the lower plugs were excessively leaded up. The plugs were cleaned and tested satis and re-fitted. Extensive engineering ground runs were carried out with no fault evident.</p>					
<b>PIPER PA38</b>	<b>LYCOMING 235 FAMILY</b>	<b>Post-impact</b>	<b>Buckingham</b>	<b>20/08/2014</b>	<b>201411010</b>
<p>UK Reportable Accident: Aircraft found crashed in a field. One POB fatally injured. Damage to aircraft to be confirmed. Subject to AAIB Field investigation.</p>					
<b>PIPER PA46</b>	<b>UNKNOWN</b>	<b>Climb to cruising level or altitude</b>	<b>Not specified</b>	<b>27/07/2014</b>	<b>201410132</b>
<p>PA46 requested to return due to an engine problem. PA46 subsequently climbed to FL123 instead of cleared FL120, resulting in loss of separation with an inbound B737. Traffic info and avoiding action given.  I was operating as the TC Willo controller. PA46 had been climbed to FL120. PA46 was heading 100. B737 called inbound on a WILLO4C star, descending to FL130, heading 035. PA46 reported that he wished to return to departure airport due a small engine problem. I asked if he wished to declare an emergency and turned him left onto a heading of 270 to return to airport. As PA46 started turning I saw his Mode C go from FL120, to FL121 to FL123. At this point I gave him an avoiding action instruction to maintain FL120. At the moment of PA46's level bust, B737 was to the North of PA46 by approximately 2 miles. I noticed that he had slowed his rate of descent and he levelled off at FL130. I gave B737 traffic information on PA46. At this stage PA46 had completed his turn and they were routing in opposite directions with a 2nm lateral gap between them. PA46 had returned to FL120 and B737 was level at FL130.  CAA Closure:  PA46 pilot advised that, on reaching FL120 aircraft entered a well developed cumulus cloud and the turbo-chargers (possibly sensing an atmospheric pressure-differential) started to cut in and out rapidly causing the Manifold Pressure to fluctuate and the engine noise to alternate accordingly. The autopilot was disengaged and a lower level requested. The pilot did not realise the aircraft had exceeded FL120 but suggests that it could only have been for a few seconds during cockpit distraction. On descending, the problem disappeared and aircraft diverted to engineering base where the problem was found to be a compressed oil pipe feeding the turbo-controller which has now been replaced. Pilot sincerely apologised for any inconvenience caused.</p>					

<b>ROCKWELL 690</b>	<b>GARRET AIRESEARCH TPE 331 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>EGTK (OXF): Oxford/Kidlington</b>	<b>23/07/2014</b>	<b>201410029</b>
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UK AIRPROX 2014/119 - AC690 and a Jet Provost at 900ft 2.5nm North Of Oxford/Kidlington. Traffic info given.

<b>RUTAN LONGEZ</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>EGSS (STN): London/Stansted</b>	<b>24/08/2014</b>	<b>201411216</b>
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Aircraft flown intentionally though CTR due to rough running engine.

At about 1650 the pilot of the aircraft experienced a rough running engine. He called his home airfield telling them he was intending to route direct track to them even though this would route him through the CTR. The FISO at the airfield immediately contacted GS (A) to coordinate this intention. At the same time I noticed the infringing aircraft (squawking 7010) and started to try and trace the aircraft whilst also asking the TWR to check any departures. In the end no aircraft were delayed. The GS (A) then came over explaining the conversation with the airfield. Together with him, airfield and the pilot, his squawk was checked and identification confirmed. The aircraft landed safely. A subsequent telephone call suggests that the pilot was aware of engine trouble before he had taken off again for this flight. The a/c when landing at its destination, allegedly suffered a "rough running engine" It was tinkered with and departed. An alleged landing was then made in a field where more tinkering was (allegedly performed). This all occurred before the infringement.

<b>SCOTTISH AVIATION BULLDOG</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>South East of Bewl Water</b>	<b>26/07/2014</b>	<b>201410083</b>
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UK AIRPROX 2014/129 - Bulldog and a DR400 at 2500ft South East of Bewl Water.

<b>SOCATA TBM700</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Normal descent</b>	<b>EGPC (WIC): Wick</b>	<b>27/07/2014</b>	<b>201410155</b>
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TBM700 instructed to join downwind left R/W13, no. 2 to SF340, was observed to overtake the SF340, descend in front and perform an orbit in the ATZ. SF340 received/compiled with TCAS RA 'monitor vertical speed.' Traffic info given.

Appropriate CAA action is being taken as a result of this incident.

<b>SUPERMARINE SPITFIRE</b>	<b>OTHER (Packard Motor Car Co Merlin 266 )</b>	<b>Landing roll</b>	<b>EGHR (QUG): Chichester/Goodwood</b>	<b>14/07/2014</b>	<b>201409429</b>
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Birdstrike during landing roll. On inspection, two propeller blades were found to have minor leading edge blade tape damage.

On landing role, pilot noted birds passing close to the right of the cockpit. No reported noise of impact but close enough to require inspection. Strikes found on two propeller blades with very minor leading edge blade tape damage. Remains found and removed next morning on runway around touchdown point.

<b>THRUSTER T600</b>	<b>JABIRU 2200</b>	<b>En-route</b>	<b>Swindon</b>	<b>31/07/2014</b>	<b>201410596</b>
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Pilot lost: Unable to contact pilot. D&D contacted and advised that pilot had landed in a field.

Bournemouth contacted D&D at 1125z to state an ac they had worked was possibly lost and had lost comms with Compton Abbas, the destination airfield, Compton Abbas was contacted, and stated the last known (if accurate) position of the ac, which was just south of them. The ac did not initially reply on 121.5, but eventually came up on frequency. He was not transponder equipped, presented only one line of DF, and was not happy to climb due to his unknown position. He was transferred to EGDY at 1130z, so they could obtain a DF fix on him, and told to come back to the frequency if they could not locate him. The pilot did not speak to EGDY and did not return to 121.5. Various airfields and ac in the vicinity were requested to try to raise aircraft on 121.5, with no result. At 1150z Sandown contacted D&D to state they had received word that aircraft had landed in a field.

<b>THRUSTER T600</b>	<b>JABIRU 2200</b>	<b>Normal descent</b>	<b>EGMC (SEN): Southend</b>	<b>26/07/2014</b>	<b>201410121</b>
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Pilot experienced difficulties contacting ATC due to level of traffic. Pilot subsequently initiated a missed approach to intended destination.

Unable to get through to ATC due to level of traffic. On flying via the new Southend RMZ I had trouble signing off from Southend due to high levels of radio traffic. At about 11:40 I reported my position at the North Thames coast, as requested, and was told to report leaving the frequency for Stoke. When Crossing the South Bank of the Thames, I usually then leave Southend and call Stoke (a distance of 4 miles from the Thames to Stoke). At that time there was a lot radio traffic with one aircraft on 'standby'. By the time I managed to sign off from Southend, I was already overhead Stoke and descending to the downwind leg. The lateness of the signoff (i.e. me concentrating to get my pit down before anyone else could talk) did muck up my circuit and I had to do a go around as I was not safely positioned on final. On busy days Southend do not have the capacity to talk to everyone in a timely way. I don't know what they can do about it, but with the new RMZ it is a major problem for those who have to use the area to visit other airfields.

<b>THRUSTER T600</b>	<b>JABIRU 2200</b>	<b>Initial climb</b>	<b>Balado Park Airfield</b>	<b>14/08/2014</b>	<b>201411397</b>
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UK Reportable Accident: Aircraft made a forced landing due to engine failure after take-off. Two POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.

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<b>UNKNOWN</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>EGP502</b>	<b>17/07/2014</b>	<b>201410058</b>
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Unauthorised flight in Prohibited Zone EGP502  
Appropriate CAA action is being taken as a result of this incident.

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<b>VANS RV6</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>EGHJ (BBP): Bembridge</b>	<b>25/05/2014</b>	<b>201406679</b>
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Incorrect QNH set.  
A very slow moving squawk of 0342 was observed around PEPIS heading south at FL275. As it moved towards HAZEL myself and LAS central began calling EGLF, Solent and TC to see if they were working the traffic as it seemed that it was actually low level with the wrong QNH input. Eventually ATC identified the traffic and informed them of the mistake. They had transposed the last 2 digits of the QNH. It was actually at A2.5. I then observed the squawk change to 1177 (FIR) and again the indicated mode C jumped to FL275. I asked the FIR to tell him to turn the mode C off.

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<b>VANS RV7</b>	<b>LYCOMING 360 FAMILY</b>	<b>Taxi from runway</b>	<b>LPSC : Cascais</b>	<b>20/07/2014</b>	<b>201410459</b>
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Ground collision between two aircraft.  
Aircraft 1 was stopped on twy due atc ground request (maintain position) during the taxi to holding point for departure. Aircraft 2 after vacate rwy during the taxi to parking position collide with the Aircraft 1 front to front. The aircraft 1 was stopped, the aircraft 2 is a tail wheel aircraft and the pilot of aircraft 2 never see the aircraft 1. Both aircraft suffer nose and propeller damage. Aircraft 1 was with ground freq 121.825 and the aircraft 2 with twr 120.300.

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<b>VANS RV8</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>EGAD : Newtownards</b>	<b>25/07/2014</b>	<b>201410077</b>
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Altitude excursion. Standard separation maintained.  
RV8 had just completed a touch and go on runway 25 and was departing the EGAA CTZ to the SE on a VFR flight plan to EGNH. The pilot had been cleared to leave the CTZ not above 2000 feet VFR, shortly after initial contact on my frequency (128.5 ) I observed the aircraft's mode C indicating Altitude 2300 feet I informed the pilot of the QNH and asked him to check his level. The pilot informed me that he had experienced a thermal.

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<b>VANS RV9</b>	<b>LYCOMING 320 FAMILY</b>	<b>Landing roll - off runway</b>	<b>Langham</b>	<b>27/07/2014</b>	<b>201410249</b>
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UK Reportable Accident: Runway excursion following a forced landing. Aircraft ran into a cornfield. Two POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.

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**OCCURRENCE LISTING**

Aircraft Below 5700kg

**OCCURRENCES RECORDED BETWEEN 01 August 2014 and 31 August 2014**

**ROTARY WING AIRCRAFT**

<b>AEROSPATIALE AS355</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Scheduled maintenance</b>	<b>Brooke Farm</b>	<b>28/07/2014</b>	<b>201410343</b>
<p>Cracked tailboom doubler on LH side stabiliser attachment point.                      Parked up following early morning flight, came in to maintenance for parking until needed later in the week. A few minor maintenance tasks were required and whilst carrying them out the Tailboom Doubler on the Left hand Side found to be cracked on the upper surface. It is a know area of concern especially on the type/model so whenever we see the type/model we always check the area for cracking. As stated above we have seen the Tailboom crack in this area on Several occasions on this particular Model. When this aircraft was new it cracked in this area 6 times, over 12 month period, and then the Manufacturer replaced the tailboom. It has cracked once more since the new Tailboom was fitted approx 1900hrs ago. The Area is covered to be inspected as part of the Pre flight Inspections before Flight.</p>					
<b>AEROSPATIALE AS355</b>	<b>ALLISON USA 250 FAMILY</b>	<b>En-route</b>	<b>Not specified</b>	<b>05/08/2014</b>	<b>201410695</b>
<p>Infringement of Prohibited Zone P502 by an AS355 squawking 0036.                      I was on duty as INT when I observed a 0036 squawk approaching the north eastern edge of P502. I made a number of transmissions in an attempt to contact the traffic, but it was not monitoring 119.1. The helicopter was observed briefly infringing the very edge of P502 before turning NE to leave the area. Subsequent tracing action via EGPG identified the a/c.</p>					
<b>AEROSPATIALE AS355</b>	<b>ALLISON USA 250 FAMILY</b>	<b>En-route</b>	<b>EGPF (GLA): Glasgow</b>	<b>22/07/2014</b>	<b>201411128</b>
<p>Green laser attack.</p>					
<b>AEROSPATIALE AS355</b>	<b>ALLISON USA 250 FAMILY</b>	<b>En-route</b>	<b>EGPG : Cumbernauld</b>	<b>25/07/2014</b>	<b>201411160</b>
<p>Green laser attack.</p>					
<b>AEROSPATIALE AS355</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Standing</b>	<b>EGNR : Hawarden</b>	<b>29/05/2014</b>	<b>201407536</b>
<p>LH engine chip light illuminated.                      On arrival the aircraft was shut down and refuelled for the positioning flight. On start up the LH Eng Chip Light illuminated, the aircraft was shut down and the Company contacted Maintenance was carried out IAW with the manual. Upon completion the aircraft was signed back clear for service. The second leg was completed without any further Indications, however upon engine start following a refuel the LH Engine Chip Light again illuminated the engine was shut down, and the Company CAM informed. A full maintenance procedure was then carried out.</p>					
<b>AEROSPATIALE SA365</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Scheduled maintenance</b>	<b>EGLD : Denham</b>	<b>13/08/2014</b>	<b>201410939</b>
<p>Unapproved modification.                      Defect investigated during ground maintenance. Investigation of Autopilot defect (Unable to engage LANE 2) which was confirmed intermittently on the ground function. Mode controller replaced and aircraft function check carried out. After two successive tests which indicated '0' on the mode controller the amber Roll Trim warning light illuminated with associated Roll trim Galvanometer deflection. Further investigation reveals both Starboard and Port actuators in Roll have a motor failure. In addition to this it would appear that the original aircraft wiring and Actuator Plug breaks have been by passed by additional non build standard wiring. Unapproved modification to the Autopilot Roll axis. 1. Original defect of Lane 2 of the autopilot unable to engage was rectified by the replacement of the AP mode controller. 2. The Roll Trim warning light illuminating on the AP mode controller led to the investigation of the Roll series actuators 3. The Connector Plug breaks to the Port and Starboard Roll series actuators were trapped into the main wiring harness running along the port and starboard side of the aircraft. 4. The OEM original connectors 24C and 25C have been by passed but the existing wiring appears to be connected to these connectors 5. Wiring M22759/18-22 has been used to wire both Roll series actuators. 6. The Roll actuators are dual motor P/n 418-00561-612 and in each actuator one motor appears to be inoperative. 7. The Autopilot TEST did not appear to pick up the fact that a Roll motor was inoperative in each actuator and a 0 was indicated in the fault code window on the AP mode controller indicating a serviceable autopilot. 8. The original wiring to the 30 Delta 1 and 2 patch boards appear to have been bypassed. Requires further investigation Other than LRU malfunctions the wiring to both series Roll actuators do not appear to have any supporting documentation and therefore would constitute an unsupported modification to the aircraft autopilot Roll Axis. The OEM Airbus Helicopters have been informed of this issue. The aircraft has been grounded until further investigation has taken place to establish the origin of the suspect wiring.</p>					

<b>AGUSTA A109</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>EGBB (BHX): Birmingham</b>	<b>12/07/2014</b>	<b>201409309</b>
<p>Infringement of the Birmingham CTA -2 (Class D) by a helicopter squawking 4360 at 1900ft. Traffic info and avoiding action given. Separation lost. Helicopter was operating VFR in the local area under a Basic Service with a Coventry conspicuity squawk. An aircraft (conspicuity; ergo unidentified) was seen to be approaching EGBB CTA2 close to Warwick, I quickly established the identity of the aircraft &amp; passed information about the proximity of CAS and its levels. Around 15 seconds later the helicopter entered CAS, the aircraft didn't appear to have done anything to alter course or level. He was immediately informed and instructed to descend immediately to not above altitude 1500ft - traffic info was also passed on an aircraft being vectored for R/W33 (12 o'clock, 5 miles, opposite direction at altitude 4500ft). Whilst the helicopter was leaving CAS by descent, EGBB called to confirm that avoiding action had been actioned on the other aircraft and the helicopter was to leave CAS and remain outside &amp; shortly afterwards, confirmation of intention to MOR incident.</p> <p>Supplementary 14/07/14:  At approx 1118Z I had to give my inbound traffic to R/W33 avoiding action due to observing a Coventry squawk 4360 infringing CAS in CTA 2. I observed the contact to be indicating 1.8A and opposite direction to my traffic descending to 4A. I gave my traffic an avoiding action turn of 050 deg, whilst calling Coventry to instruct their traffic to descend immediately. I deemed that as I observed their traffic was in the descent no further turn was needed and I continued the approach and took the aircraft through the final approach for extra track miles. It was later discovered from Coventry that the 4360 traffic was a helicopter.</p>					
<b>BELL (TEXTRON 429)</b>	<b>PRATT &amp; WHITNEY (CANADA) PW200 FAMILY</b>	<b>Maintenance phases</b>	<b>Unknown</b>	<b>12/08/2014</b>	<b>201411169</b>
<p>Collective lever with slight rotational movement.  Following a flight to Base for Scheduled Maintenance Pilot reported slight rotational movement/play in P1 Collective Lever. Engineering investigation revealed the Locking Collar which attaches the P1 Collective Lever to the Collective Jackshaft had loosened marginally. The positive Locking Device which prevents the Locking Collar from moving was not present. A secondary Locking Device was fitted but this was not in accordance with the design installation as defined in the Aircraft Maintenance Manual. Manufacturer contacted, aircraft grounded until satisfactory response from manufacturer received, discussions are taking place, situation unresolved at present.</p>					
<b>BELL 206</b>	<b>ALLISON USA 250 FAMILY</b>	<b>En-route</b>	<b>EGGW (LTN): London/Luton</b>	<b>19/08/2014</b>	<b>201411274</b>
<p>Infringement of the Luton CTR (Class D) by a Bell 206 squawking 7000 at 1200ft. Traffic info given. Standard separation maintained. Departures were stopped. I had noticed a 7000 squawk NW of GW Tracking South, outside CAS at this time. I called the tower as I had a feeling it was going to come into CAS and could they pre note any departures before hand, just in case. The 7000 had Mode S and I made a few blind transmissions but got no reply. It entered the GW zone NW of GW by about 4 miles tracking South at 1200 feet. I stopped all departures and advised my inbound B737 of the situation. I let him know I may have to extend him downwind but as long as the unknown left CAS to the South it would be OK but if the unknown did a U turn I would have to break him off the approach. The 7000 left the zone to the South and the B737 wasn't affected. Thames shouted to the GS airports they had his details. They had called Denham and asked if they were expecting the aircraft, they said yes. He was a Jet Ranger helicopter. They explained what had happened and to advise the pilot reporting action was going to be taken.</p>					
<b>BELL 206</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Normal descent</b>	<b>510134 N / 0023640 W</b>	<b>26/07/2014</b>	<b>201410332</b>
<p>UK AIRPROX 2014/123 - Bell 206 and two military helicopters in Class G airspace. Bell 206 took evasive action.</p>					
<b>BELL 206</b>	<b>ALLISON USA 250 FAMILY</b>	<b>En-route</b>	<b>Beaconsfield</b>	<b>09/08/2014</b>	<b>201410819</b>
<p>Infringement of the London CTR (Class A) by a Bell 206 squawking 7000.  CAIT informed us of a helicopter inside the CTR just South of Beaconsfield. Aircraft tracked East then NE then left the zone, and then called SVFR to say he was just leaving the CTR, had tried to contact 125.625, had failed (we never heard anything), and then took off. I pointed out that he could have phoned us, or he could have lifted into a low hover for better rt coverage.</p>					
<b>BELL 206</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Cruise</b>	<b>EGBJ (GLO): Gloucestershire</b>	<b>03/08/2014</b>	<b>201410909</b>
<p>Engine out warning light.  A standard 28 day company check flight was to take place for 2 private pilots. 3 persons on board, 1 instructor pilot and 2 PPL pilots. Instructor pilot flying from The left front seat &amp; PPL in the right front seat, 2nd PPL occupying the far right rear seat. A normal start up was made with all checks in place, pre take off and post take off checks completed. The aircraft was taxied and dived for a circuit based on 22 right hand. The aircraft was flown into the circuit where the instructor advised the pilot that a simulated hydraulic failure was to take place as previously briefed. The PPL demonstrated a satisfactory landing running on to the ground without hydraulic assistance. On the ground, hydraulics were restored. Pre take off checks completed and a lift into the hover was made. As previously briefed by the instructor a simulated engine failure from the hover was accomplished to a satisfactory standard by the PPL. A clearance for a departure to a private site was then made and consequently granted by ATC. The aircraft then departed into wind based on the 22 circuit. Once clear of the circuit the helicopter began a climb to the cruise at 1900ft QNH 1008 where a number of warning light actions were discussed between the instructor and the pilot to assess the knowledge of the pilot. A suitable area was picked out by the instructor and as briefed, checks were completed and a basic autorotation was performed to a powered recovery with no abnormalities. The aircraft was then flown to 1900ft abmsl for a practice forced landing drill. Checks were once again completed by the instructor and the verbal warning "practice engine failure go" was announced. The Instructor rolled off throttle from the left side and the pilot reacted appropriately entering autorotation, shortly after the ENG OUT warning light illuminated at which point the instructor immediately resumed control. With the aircraft established in autorotation and a landing site selected the instructor successfully made an in-flight engine restart and climbed to a recovery. A safe landing was made at the destination.</p>					

<b>BELL 206</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Standing</b>	<b>Ingliston</b>	<b>09/08/2014</b>	<b>201411081</b>
<p>Headsets incorrectly fitted causing potential throat restrictions. Reporter raises concern that incorrect fitment of the headsets could cause a hazard to passengers as the radio cord is across the throat. An FSI was raised to alert pilots and ground crew. This report will be raised during annual ground crew training.</p>					
<b>BELL 412</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>En-route</b>	<b>LXGB (GIB): Gibraltar/North Front</b>	<b>10/07/2014</b>	<b>201409282</b>
<p>Mains power failure with no back up supply. Appropriate ATC action taken. On duty as the APS ATCO and SCOD, controlling an overflight helicopter, the mains power supply failed at 1815z. The back up Generator also failed to engage resulting in the unit operating on UPS only. The decision was taken to close the operation immediately to allow essential equipment to be disabled (on advice from ATE). The overflight was advised that ATC was closing, the service terminated and that Gibraltar could not stand by as a diversion for further planned services later that evening. Sevilla ACC informed and NOTAM action taken by the Spanish office as our systems were down.</p>					
<b>BELL 412</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6-3 (TWIN PACK)</b>	<b>Cruise</b>	<b>LCRA (AKT): Akrotiri (Raf)</b>	<b>21/05/2014</b>	<b>201406737</b>
<p>Recurring Auto trim caption during flight. During the transit to an exercise search area, the crew coupled the auto-pilot in ALT, IAS, and Nav hold. After 30secs the Auto trim caption illuminated. The FRCs were consulted, the auto-pilot was cycled off and on and the caption cleared. Once the holds were re-engaged the Auto trim caption illuminated again, iaw the FRCs the flight director was now unavailable. Due to the SAREX being a night over water search, coupled with a lack of clear horizon and no flight director, the crew elected to cancel the search and returned to base. Pilot reported 'Auto trim illuminates after a few minutes in coupled mode'. External Hydraulic power applied to Aircraft and Auto trim/AFCS BITE tests carried out IAW Honeywell SPZ7600 MM. Error codes 1E32 &amp; 2E32 displayed post testing. During Fault Diagnosis and Investigations it was discovered that the Pitch Force Gradient microswitch was sticky/notchy. Force Gradient shaft extended and cam microswitch assembly cleaned and lubricated. Further tests carried out all free of error codes. Aircraft assessed as Serviceable and released for service on Flight Check Report 001 on SRP 54928. The Sqn do not carry out hovering with reference to the water at night. The Sqn declare a night over water search capability, although this is rarely practised. The crew in this case made a sensible decision to RTB following the auto-pilot failure, especially when factoring in the poor light levels (2 mililux) and the lack of a clear horizon; Manually flying the search would have presented a challenge and, for an Exercise, would have exposed the crew to unnecessary risk. This DASOR did highlight the requirement to practise night over water searching regularly as part of Sqn training, in the future.</p>					
<b>BOLKOW BO105</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Landing</b>	<b>EGPT (PSL): Perth/Scone</b>	<b>15/06/2014</b>	<b>201407810</b>
<p>Mag Plug 2 caption illuminated. We had just landed from a HEMS job after being stood down en-route. During the two minute cool down the 'MAG PLUG 2' caption illuminated. the engine was shut down IAW the emergency checklist and the rest of the shutdown carried out normally. Aircraft was placed offline and engineering assistance sought. Nr2 engine magnetic plugs removed and examined. Excessive debris found on both plugs. Nr2 engine rejected and replaced.</p>					
<b>EUROCOPTER EC135</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Standing</b>	<b>EGNR : Hawarden</b>	<b>24/05/2014</b>	<b>201406821</b>
<p>TRG CT displayed on CAD. Turned aircraft on for task to discover TRG CT on CAD. Turned off and on several times to see if fault cleared but did not so task cancelled and engineer advice sought.</p>					
<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Scheduled maintenance</b>	<b>EGDG (NQY): St. Mawgan</b>	<b>29/07/2014</b>	<b>201410356</b>
<p>Fuel quantity indications incorrect. Aircraft defueled and observed fuel indications remained at 39kgs despite fuel supply flowing then reduced as expected to 0kgs after one minute. Both supply tank quantity probes removed and inspected. Nr1 found clear, nr2 found to have light water/chem. wash fluid contamination. Both probes cleaned, dried and refitted. Aircraft refuelled and calibration checks carried out. Aircraft defueled as before using nr2 side only, all indications and observations now correct and normal. Aircraft assessed serviceable. Investigation under 201400807.</p>					
<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Cruise</b>	<b>Ripley</b>	<b>03/08/2014</b>	<b>201410541</b>
<p>Collective restriction. Whilst in the cruise after levelling off at 1500 feet PA, I accelerated to 120kts and noticed that the collective felt as if it was at the end of its travel, on checking the power setting it was indicating 65% torque matched on both engines which is not normal as 69% torque is max continuous and collective will travel past this power setting. I slowed down to 100 knots, lowering the collective and then pulled through again, there was a definite "stop" on the collective again at 65% torque. Aircraft was returned and an approach to the hover was conducted without incident. Hover taxiing back to the parking spot the collective freed and full movement was achieved briefly but after lowering collective again restriction reappeared. Aircraft landed on the H normally and shut down. After inspecting both pilots collective area and the dual controls area (Duals NOT fitted) nothing unusual was found, likewise after inspecting the rotor head, jacks and hydraulics. Duty engineer called and attended who carried out physical inspection and found nothing untoward. It was decided that a hydraulic test rig was required to test the full and free movement of the controls.</p>					

<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Scheduled maintenance</b>	<b>EGTK (OXF): Oxford/Kidlington</b>	<b>01/08/2014</b>	<b>201410583</b>
<p>During maintenance inspection, sliding door emergency jettison system did not operate correctly. During aircraft 800hr inspection, the RH sliding door emergency jettison system was tested. The door failed to detach from the front upper carrier. Investigation in progress.</p>					
<b>EUROCOPTER EC135</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Hovering</b>	<b>Overhead Northern Wirral</b>	<b>24/07/2014</b>	<b>201410947</b>
<p>Laser attack.</p>					
<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Standing : Engine(s) Start-up</b>	<b>EGTG (FZO): Bristol/Filton</b>	<b>12/08/2014</b>	<b>201411025</b>
<p>Electrical failure on start up. Unable to produce power even with external power unit. Three previous operational sorties conducted during shift, with no incident. Whilst attempting battery start for a fourth sortie, all electrical services were lost as the first engine start was initiated. Unable to reset and recover the battery. External Power Unit (EPU) connected to assist in fault diagnosis. Still no power provided despite EPU indicating normal voltage throughout. Aircraft was taken off-line and engineering advice sought.</p>					
<b>EUROCOPTER EC135</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Cruise</b>	<b>Husbands Bosworth</b>	<b>05/06/2014</b>	<b>201407318</b>
<p>Precautionary landing made due to low engine oil pressure indication. Indicating and display system faulty. During a maintenance check flight, following the installation of a replacement gearbox, Number two engine oil pressure dropped to zero in flight. Engine switched to idle in preparation for shutdown at which point the pressure indication came back into the normal range, but continued to fluctuate within limits. The engine was kept at idle and a precautionary landing made. The engineer exited the aircraft and made a visual inspection of the engine and oil cooler which revealed no obvious faults. Engine reselected to flight and aircraft repositioned to base during which time the pressure indications remained normal. Further investigation revealed a fault with the vehicle and engine multifunction display (VEMD), resulting in erroneous indications. Item to be replaced.</p>					
<b>EUROCOPTER EC135</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Standing : Engine(s) Not Operating</b>	<b>EGBB (BHX): Birmingham</b>	<b>09/08/2014</b>	<b>201410886</b>
<p>Transmission chip light illuminated on start up. Battery master was switched off and engineer called. Transmission chip light on start. When switching on the battery master switch with the intention of starting engines before flight, the XMSN CHIP light illuminated. Battery master switched off, and duty engineer called.</p>					
<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Standing : Engine(s) Start-up</b>	<b>Aberdeen Royal Infirmary</b>	<b>10/06/2014</b>	<b>201407594</b>
<p>Main transmission chip caution. During the start sequence of the first engine (#2), the transmission chip caution illuminated on the CAD. The aircraft was shut down and engineering advice and assistance sought. Main transmission chip detector inspected and debris assessed as Cat A law AMM. Actions carried out and aircraft returned to service.</p>					
<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Approach</b>	<b>Blackpool</b>	<b>07/08/2014</b>	<b>201410803</b>
<p>Nr1 engine chip caption on approach to landing. Engine 1 chip caption illuminated. Crew informed and elected to continue the approach and landing with engine running at flight rather than divert. The decision was based on the safe performance conditions at that time and extreme life threatening condition of patient onboard. I also elected not to activate the chip fuzz burner at this stage of the flight on two counts. Firstly I was busy concentrating on my approach profile and secondly, leaving metal on the chip might assist diagnosis of two earlier same faults on this same engine. Uneventful approach and landing ensued. Engine 1 shut down after 30 seconds cooling and eng 2 shutdown after 1 min cooling. Engineering assistance requested.</p>					



<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Scheduled maintenance</b>	<b>EGWC : Cosford</b>	<b>11/08/2014</b>	<b>201411067</b>
<p>Faulty fuel tank sensor. A system check of supple tank indications was carried out and the nr1 fuel low warning illuminated 1kg early at 35kg. The probe was removed, cleaned, dried and post refitting, a second check was carried out. This time the nr1 low fuel warning came on 5kg early at 40kg. It was noted that the fuel quantity figure for nr 1 remained blank for a number of seconds before appearing with an associated 'fuel quantity fail' caution. Thw riring loom and connections were visually and electrically checked on the aircraft side from the sensor with no faults detected. The old supply tank sensor was replaced with a new item. A further supply tank check was carried out and passed successfully therefore aircraft returned to service. The u/s probe had been installed on 19/06/14 at airframe hours 101.7 and failed at 148.1 having operated for 46.4 hours. The faulty fuel probe has been returned to stores and placed in quarantine. Manufacturer has requested the probe be sent to them for analysis, it has been dispatched.</p>					
<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Manoeuvring</b>	<b>Overhead Alloa</b>	<b>21/07/2014</b>	<b>201411152</b>
<p>Green laser attack.</p>					
<b>EUROCOPTER EC155</b>	<b>UNKNOWN</b>	<b>Climb into traffic pattern</b>	<b>En route</b>	<b>29/07/2014</b>	<b>201410246</b>
<p>PAN declared due to nr1 engine chip warning. DOP94 called PAN PAN shortly after departing the platform. PAN was acknowledged and he was instructed to squawk 7700 and confirm SOB. Aircraft stated he had idled back number 1 engine due to engine chip warning and was continuing on number 2. He stated he could maintain height and that he had no other problems with the aircraft and that he was continuing the return flight. He also stated that he would be able to use Number 1 engine for landing. This info was passed to Tower. I was relieved from sector while the aircraft was still routing. Watch manager helped out with phone calls to D&amp;D while the controller helped out with call to the Coastguard. Aircraft was due to land at approx 0724z.</p>					
<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Cruise</b>	<b>Overhead Sheffield</b>	<b>25/07/2014</b>	<b>201411119</b>
<p>Green laser attack.</p>					
<b>ROBINSON R22</b>	<b>LYCOMING 320 FAMILY</b>	<b>Running take-off</b>	<b>EGBG : Leicester</b>	<b>11/07/2014</b>	<b>201410493</b>
<p>UK AIRPROX 2014/131 - R22 and a PA34 at Leicester airport, in Class G airspace.</p>					
<b>ROBINSON R22</b>	<b>LYCOMING 360 FAMILY</b>	<b>Air taxi/hover taxi</b>	<b>EGBJ (GLO): Gloucestershire</b>	<b>09/08/2014</b>	<b>201410832</b>
<p>Runway incursion. R/W22 was the visual runway in use, with 27 in use for instrument traffic. A R22, was transferred from approach inbound from the NW, and was cleared to land Heli North (marked grass area on the North side of the airfield). The helicopter was also told to remain North of R/W27 due to instrument traffic shortly going around R/W27. Two military aircraft were later joining left base R/W22, when the helicopter was observed to cross R/W22 final approach and begin to route South. Since it had already crossed 22, he was informed that he had now crossed R/W22 and was told to land at Heli South, on the South side of the airfield. After momentarily looking the other way to clear the two military aircraft for a run and break, the helicopter was then observed to be routing North up the eastern side of the aerodrome, towards R/W22 final. The helicopter was told on multiple occasions to route South and remain clear of R/W22, however continued to route towards R/W22. Due to my position in the tower, and the fact that the helicopter was in the low hover, it was unclear whether the helicopter was North or South of the runway, so he was instructed to route clear of R/W22, which the pilot interpreted as clear to cross R/W22. One military a/c had already landed and the other was instructed to go around.</p>					
<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>Normal descent</b>	<b>EGKA (ESH): Shoreham</b>	<b>22/06/2014</b>	<b>201408171</b>
<p>Birdstrike to rotor mast cowling. During the descent stage of a local area A to A sightseeing flight an adult gull was struck at around 115kts. The impact was half way up the rotor mast cowling. Following the impact no unexpected vibrations or loss of control was experienced and so, having informed ATC of the strike, it was elected not to declare an emergency and to continue back to the airfield. The passengers were three 18 year old males on a birthday flight. They were in no way harmed and their parents were briefed about the incident once the flight had landed safely back at the airfield. The impact left a considerable dent in the cowling and blood splatter and a feather was found on the tail. No other damage is visible without the engineer removing the cowling. Pictures have been take and can be provided. Supplementary 22/6/14: A/c part struck: Rotor mast reported to AAIB.</p>					

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<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>Cruise</b>	<b>BKY</b>	<b>30/07/2014</b>	<b>201410334</b>
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Infringement of the Stansted TMZ1 (Class G) by an R44.

Whilst working Stansted INT, I spotted a contact with 7000 alpha but indicating no mode charlie entering TMZ1. The traffic was very slow meaning two scheduled aircraft being delayed. One, a B737 had a non-urgent medical issue on board. After checking he could take the delay with a promise to let me know if it became urgent he was given a precautionary turn as avoiding action was not required at this stage. Another B737 was also delayed and given the reason. Subsequent call to EGSC ATC identified the traffic as an R44 from a private site to another private site near Leicester.

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<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>Landing</b>	<b>Oulton Park</b>	<b>02/08/2014</b>	<b>201410502</b>
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R44 landed whilst an air display was taking place. Display team were alerted and took avoiding action.

A R44 helicopter flew into an air display at CARFEST NORTH. The aircraft flew around the display site before flying straight through the display. Pilot made no attempt to contact Air Ground CARFEST 134.550. The display team were alerted to the incursion and they flew off to avoid to the South whilst the pilot landed the R44. When approached pilot said that he had to make an emergency landing due to a warning light. Pilot did not seem aware of the seriousness of the incident. He gave his name, number then disappeared into the CARFEST site. The Police and CAA were immediately notified as was CARFEST EVENT CONTROL. Pilot later returned to his aircraft to fly off and at no time did an engineer or technician arrive to check the aircraft. Appropriate CAA action is to be taken as a result of this incident.

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<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>Approach</b>	<b>EGBE (CVT): Coventry</b>	<b>05/08/2014</b>	<b>201410678</b>
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Low fuel warning light during approach.

The aircraft was fully fuelled prior to the commencement of flight from a private farm site for a cabin refit. On prior flights the journey was made on full tanks with approximately 1/4 tank of fuel remaining after completion. These prior flights were made before the aircraft was fitted with new bladder tanks to improve safety. However, the new bladder tanks do have a slightly reduced volume but with sufficient capacity to complete the flight time which was expected to be 2h 20m. The range with full tanks with bladder tanks should be 2h 54m. After repositioning post taking on fuel I calculated the range to be 2h 48m. With headwinds the actual flight time was 2h 36m. Just after changing frequency radar to approach the low fuel warning light flickered, shortly afterward the light remained illuminated. At this point I informed approach we were indicating low fuel and requested immediate clearance to land. This was approved for runway 23 and we completed the landing without incident. On refuelling for the return journey I established we had 18 litres remaining in the tanks which would have allowed an additional 16 minutes. This reinforced my initial calculation of 2h 54 m to be reasonable.

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<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>Unknown</b>	<b>Roscrea</b>	<b>01/08/2014</b>	<b>201410739</b>
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Foreign Accident: Loss of control due wire strike. One POB, no injuries reported. Aircraft destroyed. Subject to AAIU Field investigation.

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**OCCURRENCE LISTING**

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 August 2014 and 31 August 2014

**OTHER**

<b>DIAMOND HK36</b>	<b>BOMBARDIER ROTAX</b>	<b>Climb to cruising level or altitude</b>	<b>DTY</b>	<b>06/08/2014</b>	<b>201410785</b>
Infringement of the Daventry CTA (Class A) by an aircraft squawking 7000. Standard separation maintained. At approximately 1310 an intruder entered TC COWLY airspace and reached 6.7A in an area where the base is 5.5A. Birmingham, Coventry and Oxford were contacted to find if either were working the aircraft, neither were. Oxford advised that the callsign was registered at Enstone Airfield. The aircraft remained inside controlled airspace for approximately 10 minutes before descending clear.					
<b>FOURNIER RF5</b>	<b>LIMBACH</b>	<b>En-route</b>	<b>Thurrock</b>	<b>03/08/2014</b>	<b>201410615</b>
UK AIRPROX 2014/133 - Motor glider and a PA28, 2 miles South of Thurrock airfield in Class G airspace.					
<b>GLASFLUGEL H201</b>	<b>UNKNOWN</b>	<b>Landing</b>	<b>North Hill, Devon</b>	<b>26/07/2014</b>	<b>201410348</b>
UK Reportable Accident: Aircraft ground looped on landing. Tail boom detached. One POB, no injuries reported. Subject to BGA investigation.					
<b>LINDSTRAND LBL90A</b>	<b>OTHER (N/A)</b>	<b>Unknown</b>	<b>EGBV : Silverstone</b>	<b>25/07/2014</b>	<b>201410243</b>
UK Reportable Accident: Aircraft struck power lines. Three POB, no injuries reported. Damage to be assessed. Now subject to AAIB AARF investigation.					
<b>OTHER (DEMON/SKY-TRIKE)</b>	<b>OTHER (N/A)</b>	<b>Cruise</b>	<b>Newport</b>	<b>26/07/2014</b>	<b>201410239</b>
Aircraft came down in trees. One POB, no injuries reported. Damage to be confirmed. CAA Closure: AAIB downgrade to 'Non-Reportable' from AARF investigation. No further investigation to be progressed by the AAIB.					
<b>ROLLADEN SCHNEIDER LS7</b>	<b>OTHER (N/A)</b>	<b>Off-field landing</b>	<b>Honiton</b>	<b>03/08/2014</b>	<b>201410573</b>
UK Reportable Accident: Landed in field and struck hedge. 1 POB, no injury. Substantial damage to nose. Subject to BGA investigation. substantial damage to nose of glider.					
<b>SCHEMPP HIRTH DISCUS B</b>	<b>OTHER (N/A)</b>	<b>Take-off - aircraft tow: Other</b>	<b>London Gliding Centre</b>	<b>19/08/2014</b>	<b>201411417</b>
UK Reportable Accident: Airborne with airbrakes out. Tug brought aircraft back to land. Heavy landing. One POB, no injuries. Substantial damage to aircraft. Investigation referred to BGA.					

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<b>SCHEMPP HIRTH DISCUS CS</b>	<b>OTHER (N/A)</b>	<b>En-route</b>	<b>Little Paxton, Cambridgeshire</b>	<b>26/07/2014</b>	<b>201410268</b>
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UK Reportable Accident: Glider mid-air collision, one parachuted safely the other landed at disused airfield. Damage to be confirmed. Subject to BGA investigation.

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<b>SCHLEICHER ASW24</b>	<b>OTHER (N/A)</b>	<b>Level- off/touchdown</b>	<b>Keevil</b>	<b>16/08/2014</b>	<b>201411398</b>
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UK Reportable Accident: Aircraft landed with gear up. One POB, no injuries reported. Aircraft substantially damaged. Investigation referred to BGA.

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<b>SCHLEICHER K8</b>	<b>UNKNOWN</b>	<b>Unknown</b>	<b>Portsmouth, Hampshire</b>	<b>23/07/2014</b>	<b>201410273</b>
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UK Reportable Accident: Aircraft landed in a field. One POB, no injuries reported. Subject to BGA investigation.

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## OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 August 2014 and 31 August 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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