

28 March 2014
FOIA reference: F0001858

Dear XXXX

I am writing in respect of your recent request of 10 March 2014, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

"I am currently working on a project regarding airspace infringements of the Birmingham class 'D' controlled airspace under the supervision of Mike Bromfield and Irv Lee. I have had a look at the CAA's 'List of General Aviation Occurrence Reports' posted online for events reported between 1st of January 2013 and 31st of December 2013 and extracted all the infringements relevant to my project. Unfortunately I cannot find the 'List of General Aviation Occurrence Reports' for events reported between 1st of January 2012 and 31st of December 2012. I am thinking the CAA has moved it into an archive. Would it be possible for me to gain access to these reports? "

Our response:

In assessing your request in line with the provisions of the Freedom of Information Act 2000 (FOIA), we are able to provide the information below.

The published information you refer to is no longer held by the CAA. We have, however, re-created the information used in these reports in order to provide the information you have requested.

Incident reports are provided to the CAA under the terms of the Mandatory Occurrence Reporting (MOR) scheme, as described under Article 226 of the Air Navigation Order 2009 (ANO). Each report made is reviewed and, where appropriate, further investigation carried out and action taken.

Please find attached the General Aviation Occurrence Reports for events between 1 January 2012 to 31 December 2012 inclusive. We have, however, removed identifying information from these reports as this information is exempt from disclosure under section 44 (1) (a) of the FOIA.

Section 44 (1) (a) of the FOIA provides that information is exempt information if its disclosure is prohibited by, or under, any enactment. Under Section 23 of the Civil Aviation Act 1982, information which relates to a particular person (which includes a company or

Civil Aviation Authority

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organisation) and has been supplied to the CAA pursuant to an ANO is prohibited from disclosure (a copy of this exemption can be found below).

If you are not satisfied with how we have dealt with your request in the first instance you should approach the CAA in writing at:-

Mark Stevens
External Response Manager
Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

mark.stevens@caa.co.uk

The CAA has a formal internal review process for dealing with appeals or complaints in connection with Freedom of Information requests. The key steps in this process are set in the attachment.

Should you remain dissatisfied with the outcome you have a right under Section 50 of the Freedom of Information Act to appeal against the decision by contacting the Information Commissioner at:-

Information Commissioner's Office
FOI/EIR Complaints Resolution
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

www.ico.gov.uk/complaints.aspx

Should you wish to make further Freedom of Information requests, please use the e-form at <http://www.caa.co.uk/foi>.

Yours sincerely

Rick Chatfield
Information Rights and Enquiries Officer

CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

- The original case to which the appeal or complaint relates is identified and the case file is made available;
- The appeal or complaint is allocated to an Appeal Manager, the appeal is acknowledged and the details of the Appeal Manager are provided to the applicant;
- The Appeal Manager reviews the case to understand the nature of the appeal or complaint, reviews the actions and decisions taken in connection with the original case and takes account of any new information that may have been received. This will typically require contact with those persons involved in the original case and consultation with the CAA Legal Department;
- The Appeal Manager concludes the review and, after consultation with those involved with the case, and with the CAA Legal Department, agrees on the course of action to be taken;
- The Appeal Manager prepares the necessary response and collates any information to be provided to the applicant;
- The response and any necessary information is sent to the applicant, together with information about further rights of appeal to the Information Commissioners Office, including full contact details.

Freedom of Information Act: Section 44

(1) Information is exempt information if its disclosure (otherwise than under this Act) by the public authority holding it-

- (a) is prohibited by or under any enactment,
- (b) is incompatible with any Community obligation, or
- (c) would constitute or be punishable as a contempt of court.

(2) The duty to confirm or deny does not arise if the confirmation or denial that would have to be given to comply with section 1(1)(a) would (apart from this Act) fall within any of paragraphs (a) to (c) of subsection (1).

Section 23 of the Civil Aviation Act is such a statutory prohibition. Accordingly, the obligations of the CAA to comply with Section 23 are unaffected by the Freedom of Information Act.

Under Section 23, information supplied to the CAA in connection with its regulatory functions and which relates to a particular individual or organisation must not be disclosed by the CAA unless such disclosure is authorised by one of the exceptions contained in Section 23 itself.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Apr 2012 and 30 Apr 2012

SECTION 1 : FIXED WING AIRCRAFT

ASK13	NOT APPLICABLE	Landing	Shenington Airfield	24/03/2012	201203573
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UK Reportable Accident: Student was completing circuit with instructor when the a/c had a heavy landing. Two POB, no injuries. Subject to BGA investigation.

BE200 Super King Air	P&WC PT6A	Cruise	THRED	29/03/2012	201203323
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*Fuel system incorrectly configured following maintenance.
In-flight fuel check showed anomaly of contents in LH fuel tanks. After landing, fuel tanks dipped and LH auxiliary tank was empty. Further investigation found that the circuit breakers controlling firewall valve, aux transfer pump, standby pump for the LH engine and the cross feed pump were all pulled out. The a/c had been returned to service at the start of the duty following engineering action to replace HP fuel pump on LH engine.*

BE200 Super King Air	P&WC PT6A	Cruise	En Route	14/04/2012	201204033
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LH inner engine cowl forward hinge failed causing the cowl to lift approx 1in. Speed reduced to minimise forces acting on it. No further movement observed.

BE200 Super King Air	P&WC PT6A	Approach	Inverness	19/04/2012	201204187
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*PAN declared due undercarriage problems and total electrical failure.
When gear selected down, crew heard an unusual mechanical noise (like a bicycle chain coming off the sprocket). Following this, crew witnessed total electrical failure, all instrument warning flags displayed and three reds for gear indication. Missed approach initiated. PAN declared but all electric restored themselves after 5-10secs and gear indicated three greens. A/c diverted with gear left down and landed with emergency services in attendance.*

BE76 Duchess	LYCOMING O-360	Approach	Leeds Bradford	30/03/2012	201203364
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*A/c called ATC to advise RH engine problem and then further advised that RH engine would be shut down on landing.
A/c landed safely but unable to vacate runway as other engine now shut down. A/c towed off runway. Approx 40hrs prior to this incident the a/c had two overhauled engines fitted. It was noted that the RH throttle full forward was further forward than the LH. During the approach it became clear that this was not just a range problem as the RH engine power setting could not be changed by moving the throttle. On investigation the RH throttle rod end connection was found missing.*

BE76 Duchess	LYCOMING O-360	Approach	Exeter	31/03/2012	201203568
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A/c reported no green undercarriage lights and flypast of ATC tower confirmed undercarriage not down. Emergency declared. A/c manually lowered undercarriage and landed safely.

BE76 Duchess	UNKNOWN	Circuit	Leeds Bradford	13/04/2012	201204079
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*Alleged inappropriate RT by BE76 pilot after being advised to orbit due to inbound and outbound IFR traffic.
The a/c had completed a low level approach into a low level circuit.*

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

BE90 King Air	P&WC PT6A	Cruise	Bratislava	03/04/2012	201203526
<p><i>Serious incident: Cockpit door detached during flight. A/c throttled back and autopilot disconnected. PAN declared. While requesting return headset flew out of a/c. Subject to Foreign investigation. Autopilot re-engaged to retrieve spare headset. During this it was noted that a/c had descended as ALT HOLD was not engaged. A/c returned to FL120 and confirmed return to airport.</i></p>					
BN2 Islander	LYCOMING IO-540	Cruise	Lerwick	22/03/2012	201202991
<p><i>Engine failed to restart during training exercise so a single engine landing was completed. Starter motor had failed. Part replaced.</i></p>					
BN2 Islander	LYCOMING IO-540	Take Off	Lerwick	22/03/2012	201202964
<p><i>Rejected take-off due to near birdstrike. Flock of 2-10 birds seen.</i></p>					
BN2 Islander	LYCOMING O-540	Maintenance	Glasgow	05/04/2012	201203596
<p><i>Maintenance overrun. Seat frame inspection was found to have been over-run by 10 landings. AD inspection carried out and cleared for 100 landings.</i></p>					
BN2a Trislander	LYCOMING O-540	Climb	En Route	01/04/2012	201203359
<p><i>LH prop wound back in climb. Props advanced and after a period of RPM instability lasting a couple of mins, a return to the departure airport was initiated. No further problems encountered and a normal approach and landing was made.</i></p>					
Cessna 150	CONTINENTAL O-200	Unknown	Redhill	06/04/2012	201203613
<p><i>C150 wearing a Redhill conspicuity code infringed the Gatwick CTA (Class D) 6nm East of Redhill at 1700ft. Standard separation maintained.</i></p>					
Cessna 152	LYCOMING O-235	Cruise	Stirling	21/03/2012	201202927
<p><i>MAYDAY declared and forced landing made in a field due to low power. Suspected carburettor icing.</i></p>					
Cessna 152	LYCOMING O-235	Cruise	Nottingham East Midlands	25/03/2012	201203067
<p><i>Infringement of the East Midlands CTA (Class D) by a C152 at 1900ft. A/c responded to a blind call and was identified. Pilot advised of the infringement. Standard separation maintained.</i></p>					
Cessna 152	LYCOMING O-235	Unknown	Stansted	29/03/2012	201203301
<p><i>Infringement of the Stansted CTR (Class D) by a C152. Departures stopped. Inbound traffic delayed. Traffic info given. Standard separation maintained. Pilot reported poor visibility into low sunlight and became distracted with the procedure for joining the circuit correctly. With a strong North wind and a poor heading the pilot was not aware of how far south the a/c had tracked. Pilot stated that extra prior planning will be implemented when flying to an unfamiliar airfield.</i></p>					
Cessna 152	LYCOMING O-235	Landing	Coventry	29/03/2012	201203302
<p><i>During touch and go training. ATC observed a/c landing very close to southern edge of RW23. On third circuit a/c again landed close to southern edge and damaged runway edge light. A/c not damaged.</i></p>					
Cessna 152	LYCOMING O-235	Climb	BRAIN	30/03/2012	201203349
<p><i>Infringement of the LTMA (Class A) 3nm SE of BRAIN by a C152. The instructor's report indicates that whilst instructing he incorrectly identified Osea Island and then erroneously initiated a climb. CAIT activated. Hazy conditions. CFI alerted and appropriate action is to be taken.</i></p>					

Cessna 152	LYCOMING O-235	Approach	Benson	30/03/2012	201203335
<i>Birdstrike with damage to wing sustained at 30ft on final approach. Go-around flown for handling check.</i>					
Cessna 172	Lycoming O-320	Taxi	Northampton - Sywell	28/03/2012	201203390
<i>A/c on taxi to parking position struck fuel bowser with wing tip. A/c shut down and pushed to stand. Only slight damage to wingtip and no injuries to occupants.</i>					
Cessna 172	LYCOMING IO-360	Landing	Sleaf	13/04/2012	201204118
<i>UK Reportable Accident. Propeller strike on landing. A/c able to taxi clear without problem. One POB no injuries. Subject to AAIB Field investigation. Damage to firewall, propeller and engine shockloaded. Possible nose leg damage.</i>					
Cessna 177 Cardinal	LYCOMING IO-360	Cruise	Brookmans Park	11/04/2012	201203767
<i>Infringement of the Stansted CTA (Class D) by a C177 squawking 0013 at 2200ft. Stansted outbound was held on runway whilst an inbound flight was vectored off final approach RW22. The pilot was monitoring the Stansted frequency and displaying the appropriate code, 0013. Upon observing the infringement, ATC transmitted blind and the C177 pilot responded promptly. The a/c was directed out of CAS. The pilot offered his apologies and cited that his a/c had been blown to the right, off course by the prevailing wind. No further CAA action at this time.</i>					
Cessna 182 Skylane	Continental O-470	Landing	Other	24/03/2012	201203451
<i>Runway excursion. A/c executed a go-around due to poor visibility on first approach. Smoke from fields obscuring threshold. After circulating the airfield and discussion with controller, the decision was made to land on alternate runway. The last 15-30m of the landing roll was completed parallel to the runway in diminished light. A/c not damaged.</i>					
Cessna 182 Skylane	LYCOMING IO-540	Cruise	DAWLY	24/03/2012	201203069
<i>Infringement of Airway N864 (Class A) by a C182 at FL76 squawking 7000. D&D informed and a/c identified. Standard separation maintained. Met conditions described by the pilot as hazy. Pilot elected to climb above the haze level and mis-read the chart identifying CAS base of FL65. Pilot error acknowledged.</i>					
Cessna 182 Skylane	LYCOMING IO-540	Taxi	Oxford	10/04/2012	201203924
<i>Rudder trim found to be stuck during pre take-off checks. On taxi back to the apron full left rudder required to maintain a straight line.</i>					
Cessna 210 Turbo Centurion	UNKNOWN	Approach	Glasgow	09/03/2012	201202465
<i>Altitude deviation (level bust). A/c on go-around was given clearance to 3500ft but observed at 4000ft. A/c given QNH and vectored for second approach. A/c had been sent around due to experiencing problems with the glideslope. Further investigation concluded that the incorrect QNH had been set due to distractions leading to the level bust.</i>					
Cessna 210 Turbo Centurion	CONTINENTAL TSIO-520	Cruise	Birmingham	26/03/2012	201203199
<i>Infringement of the Birmingham CTR (Class D) by a C210 at 2900ft. Traffic info given. Standard separation maintained. The pilot responded to blind calls and apologised having realised that he had infringed.</i>					

Cessna 210 Turbo Centurion	UNKNOWN	Approach	Gloucester-Staverton	12/04/2012	201203869
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A/c on approach to incorrect runway.
ATC had given permission for a helicopter to taxi across R/W22. A/c was instructed to go-around and report downwind R/W27. A/c then reported downwind R/W27 in the correct position and was instructed to report finals. A/c then observed again turning final for R/W22 so was given surface wind and asked if they intended to land which was confirmed, a/c apologised and landed with clearance.

Cessna 310	CONTINENTAL IO-520	Take Off	Dublin	11/04/2012	201203806
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During take-off roll airspeed indications unreliable, continued with take-off, indicated speed dropped to zero. A/c requested return. On landing found that pitot cover had not been removed.
The complete cover and tag assembly were still firmly attached to pitot tube, not deformed by heat due to the application of pitot heat. Pilot states that usual first walkround had been missed due to undertaking loading of freight. Therefore pilot initiated second walkround which did not include checking of pitot covers.

Cessna 402 Businessliner	CONTINENTAL TSIO-520	Descent	Southampton	28/03/2012	201203277
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Altitude deviation (level bust). A/c descended to FL70, which was below the cleared level. Coordinated climb back to FL80.

Cessna 408 Caravan 2	P&WC PT6A	Approach	Blackpool	17/04/2012	201204142
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Go-around flown due to nose gear failed to extend.
During final approach when landing gear was selected down, the green light for nose gear did not illuminate. Gears recycled and the same indications were present. A go-around was flown during which tower commented that main gear was down but nose gear not visible. A/c manoeuvred out to sea and emergency checklists actioned. A/c slowed and gear selected down again, this time indications appeared normal so gear not retracted and another approach was flown. Tower confirmed all landing gear down and a normal landing carried out. A/c awaiting maintenance investigation.

Cessna C525 Citationjet	WILLIAMS FJ44-3	Cruise	Paris LBG	16/04/2012	201204016
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A/c in cruise at FL270, RH engine uncommanded run down and auto recovery. A/c diverted for engineering support with engine running normally. Standard checklist followed and attempted to reset FADEC without success, it appeared that FADEC channel A was unserviceable. Awaiting engineering reports.

EAA	LYCOMING O-320	Taxi	Benson	15/04/2012	201204181
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UK Reportable Accident: Propeller struck the ground during taxi (following tail lift). One POB no injuries. Substantial damage to a/c. Subject to AAIB AARF investigation.

Glider	OTHER	Not Applicable		21/03/2012	201204259
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Self sustainer engine propeller hub cracked.
Found during Annual inspection. Manufacturer alerted.

Glider	NOT APPLICABLE	Landing	Walney Island Airfield	01/04/2012	201204116
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UK Reportable Accident: A/c failed to extend landing gear. Gear up landing on tarmac runway. Substantial damage to a/c underside. One POB, no injuries. Delegated to BGA.

Glider	NOT APPLICABLE	Landing	Strubby	01/04/2012	201203410
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UK Reportable Accident: A/c crashed on landing. Extensive damage. One POB, no injuries. Subject to BGA investigation.

Grob G115	LYCOMING AEIO-360	Flight	Bristol International	22/03/2012	201203147
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Infringement of Bristol CTA (Class D) by a Grob G115. Appropriate ATC action taken. Standard separation maintained.
Grob G115 pilot later reported they were familiar with area, however, in vicinity of Bridgewater became distracted by very uncomfortable/unwell passenger and drifted Northwards into Bristol CTA. Once informed by ATC of incursion, the a/c commenced a left turn and vacated CAS to the South.

Grob G115	LYCOMING AEIO-360	Cruise	Bath	29/03/2012	201203346
<p><i>Infringement of the Bristol CTA (Class D) by a Grob G115.</i> The pilot reports that he climbed out of Colerne using their QFE and attempted to contact Filton, initially with no success. On selecting the Bristol QNH the pilot realised that he had strayed into the zone vertically.</p>					
Homebuilt	ROTAX 900	Approach	Near Godney Moor Airfield	25/03/2012	201203396
<p><i>UK Reportable Accident. A/c clipped power lines on approach to land. Nosedived then impacted ground short of runway. One POB serious injuries. Subject to AAIB AARF investigation.</i> A/c sustained substantial damage.</p>					
Jet Provost	RR VIPER	Flight	Wyton	28/03/2012	201203481
<p><i>UK Serious Incident. Engine failed to start during cold engine relight drill. Smoke in cockpit and fire warning. Extinguisher fired, MAYDAY declared. Forced landing. AARF investigation.</i> Two POB, no injuries. Cold engine relight drill following deliberate engine shut down, engine failed to start. Crew were already using oxygen due to high altitude air test activities. When engine fire bottle discharged warning light extinguished. MAYDAY declared but later downgraded to PAN. A/c made forced landing at military airfield without further incident. Sooting and heat damage in engine bay and some blistering of paint on top of fuselage.</p>					
Piper PA18	LYCOMING O-320	Cruise	Detling	01/04/2012	201203561
<p><i>Infringement of the LTMA (Class A) by a PA18 at 5000ft. Standard separation maintained.</i> Appropriate remedial action taken by ATC. Pilot error acknowledged.</p>					
Piper PA23	LYCOMING IO-540	Cruise	Birmingham	26/03/2012	201203198
<p><i>Infringement of the Birmingham CTR (Class D) by an unknown a/c squawking 7000, indicating 3800ft. A/c later identified as PA27. Standard separation maintained.</i> A/c infringed CAS by 0.5nm through the Northeast portion of Birmingham CTR. A/c was tracked. Manchester Approach advised Birmingham ATC of the PA27 details.</p>					
Piper PA28	LYCOMING O-320	Cruise	Southampton	24/03/2012	201203055
<p><i>Infringement of the Southampton CTA (Class D) by an a/c at 4500ft squawking 7000. A/c later identified as a PA28. Standard separation maintained.</i> Blind calls made but no communication established. The a/c clipped the Northeast corner of the CTA, inside CAS by approx a mile. The a/c was tracked to the Southeast, then on its return track, and on landing, where it was subsequently identified.</p>					
Piper PA28	Lycoming O-320	Unknown	Prestwick	27/03/2012	201204128
<p><i>Infringement of the Prestwick CTA (Class D) by a PA28 at 4700ft. A/c instructed to squawk 4501 to verify level and identity confirmed by radar. Standard separation maintained.</i> The pilot of a PA28 departed Prestwick to the SW to undertake general handling manoeuvres. Flight was in VMC and pilot received a Basic Service from ATC. Whilst manoeuvring at up to 5000ft pilot was instructed to contact ATC and given a discrete SSR code. PA28 had entered Class D controlled airspace without clearance. No other traffic effected. After the flight thorough debriefing activities between the locally based pilot and local CFI took place. Pilot had overlooked that portion of CAS between 3500-5500ft on the map. This may have been due to the pilot operating at levels higher than normally flown. No further CAA action at this time.</p>					
Piper PA28	Lycoming O-320	Cruise	Turnberry	27/03/2012	201203304
<p><i>Infringement of the Prestwick CTR (Class D) by a PA28 at 4600ft. Same a/c subsequently infringed the same CAS two hours later. Standard separation maintained on both occasions.</i> Controller had issued clear instructions to the a/c to remain outside CAS prior to the first infringement. No other traffic effected. Post incident a thorough debrief held with the local CFI and the following factors identified: (a) Although planning had gone into the flight, which was for navex purposes, an error in one of the calculations lead to an incorrect track distances and times being computed. Possible distraction at time of calculations from pilot's arriving passengers, use of a different scale map to that normally used may have also contributed to the oversight. (b) An inflight conversation with an apprehensive passenger lead to the pilot turning down the volume on the radio. The volume was not subsequently re-established until after CAS entry when PA28 identified by ATC. No further CAA action at this time.</p>					

Piper PA28	LYCOMING O-320	Flight	Duxford	30/03/2012	201203527
<p><i>Infringement of the Duxford ATZ (Class G) by a PA28 transiting the zone at 1300ft.</i> Blind transmissions were made with no response. Check made with Cambridge who confirmed that the a/c was being worked by Farnborough North. Pilot subsequently apologised on his arrival at Manston. He was informed that he had been very close to the Duxford circuit height during his transit.</p>					
Piper PA28	Lycoming O-360	Cruise	White Waltham	01/04/2012	201203357
<p><i>Alleged infringement of the London CTR (Class A) by a PA28 at 2400ft squawking 0431. STCA activated. Avoiding action given.</i> A/c identified via Mode S.</p>					
Piper PA28	LYCOMING O-540	Cruise	Brize Norton	02/04/2012	201203501
<p><i>Infringement of Brize Norton CTR (Class D) by a PA28 squawking 3714 at 2500ft.</i> Pilot had called on frequency for a Basic Service and transit from Wycombe Air Park to Swansea. On being asked to squawk he was observed just entering the Brize CTZ and informed straight away. He replied that his Nav Aids were showing that he was clear of CAS. After exiting the zone pilot turned around and RTB to Wycombe Air Park to resolve the problem with his a/c.</p>					
Piper PA28	NOT APP	Flight	Other	06/04/2012	201203953
<p><i>Altitude deviation (level bust).</i> ATC noticed a CAIT alert on an a/c squawking 7000, the a/c was identified and seen to be indicating FL53 (base 4500ft). A/c left controlled airspace and was tracked until it landed.</p>					
Piper PA28	LYCOMING O-320	Climb	Prestwick	10/04/2012	201203741
<p><i>A/c on training flight cleared to not above 2000ft but was observed at 2400ft. ATC requested a/c confirm altitude, reported at 2400ft, instructor apologised for error and descended a/c to 2000ft.</i></p>					
Piper PA28	LYCOMING O-360	Taxi	Shobdon	13/04/2012	201204239
<p><i>PA28 told to backtrack and hold on the main runway. A/c did not readback instructions and proceeded to vacate main runway. Instruction repeated but nose of a/c over North grass runway.</i> Rotary a/c departing from North Side parallel grass runway was instructed to hold until the PA28 had stopped.</p>					
Piper PA28	UNKNOWN	Cruise	Honiley	14/04/2012	201203943
<p><i>Infringement of the Birmingham CTA (Class D) by a PA28 at 2000ft. D&D alerted. Pilot reported lost and a/c given a steer for Wellesbourne Mountford. Standard separation maintained.</i> Traffic info given.</p>					
Piper PA28	LYCOMING IO-360	Cruise	Glasgow	15/04/2012	201203847
<p><i>Infringement of the Glasgow CTA (Class D) by a PA28R at 3500ft. Standard separation maintained.</i></p>					
Piper PA28	LYCOMING O-320	Landing	Gloucester-Staverton	15/04/2012	201203948
<p><i>PA28 did not report on final approach and proceeded to land without clearance. No other a/c affected.</i></p>					
Piper PA28	LYCOMING IO-360	Unknown	Stansted	15/04/2012	201203963
<p><i>Two separate Infringements of the Stansted CTR (Class D), at 1154hrs and 1450hrs, by a PA28 squawking 7000 (inbound and outbound from Duxford). Traffic info given. Standard separation maintained.</i> All inbound arrivals were stopped on first infringement.</p>					

Piper PA28	LYCOMING O-360	Approach	Gloucester-Staverton	19/04/2012	201204203
<p><i>Navigational error during approach in IMC.</i> A/c was a long way south of the approach track. ATC suggested missed approach which was agreed by the pilot. A/c was then out to the East whilst consulting charts when the pilot became confused in cloud. A/c emerged below the cloud base wings level with a green field below. MAYDAY was declared and a/c landed in the field.</p>					
Piper PA32	LYCOMING IO-540	Taxi	Carlisle	21/03/2012	201203120
<p><i>Runway incursion. PA32 instructed to taxi to holding point C and acknowledged was then seen to continue past holding point at taxi speed towards R/W25.</i> Pilot was reminded of his clearance and as he was almost on the runway and with no other traffic to effect, was cleared to continue and line up.</p>					
Piper PA32	LYCOMING IO-540	Unknown	Daventry	03/04/2012	201203498
<p><i>Infringement of the London TMA (Class A) by a PA32 with Mode C indicating 6000ft. A/c identified via Mode S. Standard separation maintained.</i></p>					
Piper PA32	LYCOMING IO-540	Landing	Shobdon	13/04/2012	201204232
<p><i>On approach to land, a/c struck and damaged the perimeter fence. No damage found to a/c.</i> Pilot reported that he was distracted by RT calls to another a/c.</p>					
Piper PA34 Seneca	UNKNOWN	Climb	Brize Norton	08/03/2012	201203208
<p><i>Infringement of the Brize Norton CTR (Class D) by a PA34 squawking 5415 at 2000ft. No other traffic to effect. Standard separation maintained.</i> PA34 departing from Oxford had not turned North Westerly early enough and subsequently infringed the Brize CTR.</p>					
Piper PA38 Tomahawk	LYCOMING O-235	Cruise	Coventry	22/03/2012	201203203
<p><i>Infringement of the Birmingham CTA (Class D) by a PA38 squawking 7000 at 4500ft. Traffic info given.</i> A/c called East of the airfield and identity confirmed on being asked to squawk 0264. A/c was told to descend and route to the South.</p>					
Piper PA38 Tomahawk	LYCOMING O-235	Take Off	Durham Tees Valley	12/04/2012	201203866
<p><i>Wing damaged due to birdstrike.</i> Dead gull found on centre line of runway.</p>					
Rans S6	ROTAX	Approach	Enniskeane Airfield	08/04/2012	201204109
<p><i>UK Reportable Accident. A/c caught in downdraught on approach, dropped close to ground level and struck a fence before landing on runway.</i> Subject to AAJU investigation. A/c 50m from threshold when it encountered a downdraught. One POB, no injuries.</p>					
Rans S6	ROTAX	Climb	Old Park Farm	15/04/2012	201204123
<p><i>UK Reportable Accident: Forced landing in a field due to rough running engine. Two POB no injuries. Substantial damage to a/c. Subject to AAIB AARF investigation.</i></p>					
Robin 200	LYCOMING O-235	Climb	NEDUL	24/03/2012	201203037
<p><i>Infringement of the Southampton CTA (Class D) by an a/c squawking 7000. A/c later identified as a Robin 200. Traffic info given. Standard separation maintained.</i> Southampton ATC contacted Bournemouth ATC and, the a/c was identified following an allocation of a squawk. Robin 200 descended out of CAS and tracked Eastwards.</p>					
Robin 2160	LYCOMING O-320	Cruise	Cowes	24/03/2012	201203048
<p><i>Infringement of the Solent CTA (Class D) by a Robin 2160 at 2400ft squawking 7000. Blind calls made without response. A/c vacated CAS and was subsequently identified. Standard separation maintained.</i></p>					

Spiritfire Replica	UNKNOWN	Taxi	Damyns Hall Airfield	01/04/2012	201203523
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*During taxi after landing, pilot steered a/c to right but a/c did not respond, continuing straight. A/c rolled forward into ditch causing damage to propeller and fin on underside.
Transponder fin damaged and two propeller blades detached.*

Tipsy Trainer	OTHER	Flight	Princes Risborough	01/04/2012	201203515
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*A/c suffered engine failure and made a forced landing in a field
During cruise, a rapid reduction in power was followed by the engine stopping. Forced landing carried out into a field. Engine was found to be seized.*

Vans RV8	SUPERIOR XP-10-360	Landing	Private Strip	21/04/2012	201204359
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*UK Reportable Accident: A/c over-ran the runway and one wing struck a hangar. One POB no injuries. Damage to wing of a/c. Subject to AAIB
AARF investigation.*

SECTION 2 : ROTARY WING AIRCRAFT

Bell 206 Jet Ranger	ALLISON 250	Cruise	Church Fenton	12/03/2012	201203109
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Infringement of the Church Fenton ATZ (Class G) by a Bell 206 squawking 7000 at 800ft. Traffic info given. The visual circuit was active with two first solo students.

Pilot believed that the aerodrome was closed and apologised for not contacting Approach for a MATZ crossing. He was informed that the aerodrome was active that day and that the ATZ is active 24/7 and he should remain clear of the ATZ at all times.

Bell 206 Jet Ranger	ALLISON 250	Flight	Shobdon	02/04/2012	201203426
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A/c engaged in navigation exercise reported a 'loud bang'. PAN declared and made forced landing in field. Landed safely with no reported injuries. Engineering dispatched to a/c and suspected a sticking bleed valve.

Bell 412	P&WC PT6T	Cruise	Akrotiri	29/03/2012	201203289
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PAN declared and a/c returned to base due to Main Rotor Gearbox (MRGB) chip detector master caution illuminated. Engineering investigation found MRGB monitor tripped. Insignificant debris was found. Monitor cleaned, reset and tested. A/c returned to service with a further check of the monitor scheduled after 25 flight hours.

Boikow 117	ARRIEL	Cruise	Islington	28/03/2012	201203487
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Boikow117 on operational duties at 1000ft, persistently targeted by a bright green laser. Evading action taken. Perpetrator arrested.

Boikow 117	ARRIEL	Cruise	London	02/04/2012	201203507
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Boikow117 on transit through Northeast London at 2000ft, briefly targeted by a green laser.

Boikow 117	ARRIEL	Parked	Lippitts Hill	02/04/2012	201203427
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Control malfunction during continuation of ground runs. The a/c had been run on a previous day with no problems identified. During this run, a stiffness of the yaw pedals was identified but was felt to be acceptable. During engine torque the a/c started to yaw to the right with significant amount of left pedal applied. A/c was configured to prevent this. Investigations found that the upper portion of the tail rotor actuator was found disconnected from the bellcrank assembly.

Boikow 117	ARRIEL	Hover	North London	20/04/2012	201204221
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BK117 on operational duties at 1500ft, was subjected to a persistent laser illumination, for a period of 20mins. Location of perpetrator given to ground forces. A/c had to be constantly repositioned to avoid crew being blinded.

Boikow 117	ARRIEL	Hover	Regents Park	24/04/2012	201204435
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BK117 on operational duties using night vision equipment, persistently targeted by a green laser, approx 2km Southeast of Regents Park. The crew had to take action to avoid being dazzled.

Boikow 117	ARRIEL	Cruise	East Ham	24/04/2012	201204433
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BK117 on operational duties at 1500ft, subjected to repeated laser attacks in the vicinity of East Ham. Perpetrators located and apprehended.

Eurocopter EC130 B4	ARRIEL	Unknown	D123	14/03/2012	201202921
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Infringement of active Danger Area D123 at Edington by an EC130 squawking 5055 (Bristol radar).

Eurocopter EC155	ARRIEL	Cruise	Norwich	02/04/2012	201203517
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EC155 at 1600ft, targeted by a green laser for approx 30secs. ATC informed.

Gazelle	ASTAZOU	Flight	Gloucester-Staverton	12/04/2012	201203894
<p><i>A/c squawking emergency code due to technical problem with transponder. The pilot apologised and said he would get his equipment sorted out after landing. D&D were kept informed of the situation and Bristol ATC were also advised.</i></p>					
MT03	ROTAX 900	Take Off	Kirkbride	31/03/2012	201203895
<p><i>UK Reportable Accident. A/c suffered power failure on take-off. A/c returned for emergency landing and went through a fence. Two POB no injuries. Subject to AAIB AARF investigation. Damage sustained to rotor, mast and pod.</i></p>					
Robinson R44	LYCOMING IO-540	Maintenance	Unknown	29/03/2012	201203893
<p><i>Bent rod end found on main rotor pitch link during maintenance check. Possible cause considered to have been that the a/c was left outside hangar with blades not tied down.</i></p>					
Robinson R44	LYCOMING IO-540	Unknown	Belfast City	06/04/2012	201203863
<p><i>R44 contacted Belfast Approach and was asked to pass message. No response. A/c subsequently entered CAS without clearance and was observed from the VCR in the overhead of Belfast City. Several attempts had been made to establish contact.</i></p>					
SA350 Ecureuil	ARRIEL	Hover	Shawbury	20/04/2012	201204368
<p><i>A/c impacted the ground heavily during solo quickstops. During the stop the manoeuvre appeared normal with no sink or climb experienced. During the action of raising the collective and moving the cyclic forward to adopt the hover, the nose of the a/c approached the horizon where an enormous amount of sink was experienced. Possible vortex ring suspected. Recovery actions were not sufficient to stop the a/c from impacting the ground heavily.</i></p>					
SA355 Ecureuil Twin	ALLISON 250	Unknown	Barkway	29/03/2012	201203271
<p><i>Infringement of the Stansted TMZ 1 (Class G) by an SA355 squawking 7000 with no Mode C. A/c identified by Mode S.</i></p>					
Sikorsky S76	ARRIEL	Parked	Humberside	05/04/2012	201203848
<p><i>FOD damage to engine cowl and tail rotor found during turnaround inspection. Further detailed inspection found a hole punctured on polyurethane leading edge strip of tail rotor blade. Engine cowl repaired and tail rotor blade replaced.</i></p>					
Sikorsky S76	ARRIEL	Take Off	Norwich	13/04/2012	201203931
<p><i>Oil inspection cover detached in hover. Crew noticed item detach from a/c so returned to land on runway and retrieve the object. Inspection revealed that door fasteners had worked loose and caused the oil inspection door panel to open. It had made contact with rotor blades and become detached from the a/c. A small dent was found in blade, which was repaired in accordance with AMM. Complete door and assembly replaced and recommendations made for new type of fastener with a spring catch to be adopted.</i></p>					

SECTION 3 : OTHER

Balloon	NOT APPLICABLE	Flight	Oakley Wood	25/03/2012	201203375
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Turbulence encountered and balloon ended up lodged in a tree. Damage reported to a couple of panels and the basket.

Balloon	NOT APPLICABLE	Landing	Bath	06/04/2012	201203847
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UK Reportable Accident. Balloon caught in gust of wind on landing. Damage to one panel which was torn. Sixteen POB, no injuries. Subject to AAIB AARF investigation.

Balloon	NOT APPLICABLE	Flight	West Haddesley	13/04/2012	201204060
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UK Reportable Accident. Hot air balloon impacted overhead power line. Gentle descent to ground. Nine POB no injuries. Significant damage to envelope, no damage to basket. Subject to BBAC investigation

***** End Of Report *****

ABBREVIATIONS

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

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

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Dec 2011 and 31 Jan 2012

SECTION 1 : FIXED WING AIRCRAFT

ASK21 NOT APPLICABLE Flight Kitsons Field 10/12/2011 201115177

UK Reportable Accident: During simulated launch failure exercise, student held the airbrakes and didn't let go. A/c side slipped and made a heavy landing. Two POB, no injuries. BGA investigation. Cracking and skin deformation to underside of fuselage in the nosewheel region, extending to the cockpit interior and to the main landing gear mounting.

BE200 Super King Air P&WC PT6A Descent En Route 18/11/2011 201114557

Incorrect overspeed warning during descent.

At 250kts the LH ASI and Flight Director indicated an overspeed with associated aural warnings. The warnings should not have occurred until 250kts and the RHS displays were indicating correctly. Visual inspection of the LH pitot probe carried out, misalignment found between mast and tube. LH pitot tube and mast assembly replaced.

BE200 Super King Air P&WC PT6A Taxi Cranwell 26/11/2011 201115098

RH brake failure during taxi.

On applying gentle symmetric braking, the RH brake pedal was felt to travel to the floor and failed to slow the a/c. The a/c slewed briefly to the left before being brought to a halt. The a/c has the anti-skid modification embodied but disabled law current instructions. Manufacturer has issued a by-pass modification to overcome the instances of brake failure that were occurring on a/c with anti-skid fitted. The anti-skid by-pass modification has now been installed on the subject a/c.

BE200 Super King Air UNKNOWN Descent Glasgow 30/11/2011 201114798

BE200 on approach was descended below minimum safe altitude to 2000ft. Standard separation maintained. Strong South Westerly winds present at the time (70kts).

The controller misjudged the effect of the strong winds when positioning the BE200 nr2 in traffic, which resulted in the a/c routing through an area below the MSA, contrary to the units MATS Pt2 procedures. In consultation with the CAA, appropriate ATC unit action has been taken.

BE200 Super King Air UNKNOWN Descent Glasgow 02/12/2011 201114841

BE200 cleared to descend to 4500ft below MSA (5500ft) by trainee controller. Mentor intervened and stopped descent at 5000ft. Trainee briefed that descent was issued to early.

BE200 Super King Air P&WC PT6A Initial Climb Fairoaks 13/12/2011 201115313

During initial climb, P1 altimeter and airspeed indicator were significantly different to the instruments on the P2 panel.

QRH consulted. Alternate static system engaged which provided a similarity between the panels. A/c returned. The pitot/static system had undergone testing since the last flight. Investigations found that one of the static drain taps had been left open by the engineer.

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

BE200 Super King Air	P&WC PT6A	Parked	Dunsfold	14/12/2011	201115636
<p><i>Failure of brake system.</i> The a/c was stopped on several occasions during taxi in and the brakes functioned correctly. During handover, the RHS pilot checked the brake pedals and noted that the LH brake pedal provided no brake pressure. Brake system bled but fault still apparent. No leaks evident. Suspected internal leak in master cylinder. RH seal master cylinder replaced.</p>					
BE200 Super King Air	P&WC PT6A	Approach	Plymouth	15/12/2011	201115394
<p><i>LH MLG safe light was not illuminated after the gear cycled down.</i> When selecting the gear down it was noticed that the LH MLG safe light was not illuminated after the gear cycled down. The nose and right main gear was indicating safe. Gear recycled and the same problem was found. A/c made a low approach and fly past by the tower for visual inspection of the gear. The tower reported that the gear appeared down. Operations requested for a/c to return. Another flypast inspection carried out on return and ECL actioned. Full emergency initiated. A/c landed safely with the LH engine shut down as a precaution.</p>					
BE200 Super King Air	P&WC PT6A	Take Off	Cranwell	10/01/2012	201200445
<p><i>Whilst making a touch and go, LH pilot's Electronic Attitude and Horizontal Situation indicators both flashed off and on. Shortly afterwards both BUS nr1 feeder C/Bs tripped.</i> Uneventful landing carried out. C/Bs reset and checks of BUS nr1 carried out with no faults found.</p>					
BE200 Super King Air	P&WC PT6A	Descent	Bournemouth	15/01/2012	201200813
<p><i>BE200 cleared to descend to 1500ft, targeted by a green laser for approx 20secs. ATC informed.</i></p>					
BE200 Super King Air	P&WC PT6A	Climb	Hawarden	18/01/2012	201200589
<p><i>LH bus feeder circuit breaker tripped during climb resulting in failure of LH instruments. PAN declared and a/c returned.</i> Following maintenance input, including work on the nr1 bus feeder electrical system, the a/c was made ready for a ferry flight. During climb, Nr1 bus feeder C/B tripped. P1 (PNF) notified P2 (PF) of LH instrument failures. During level flight C/B reset and after a few secs the C/B tripped again. P1 selected inverter nr2 and PAN declared. A/c returned for an uneventful landing.</p>					
BE36 Bonanza	UNKNOWN	Unknown	Stansted	15/10/2011	201112884
<p><i>Infringement of the Stansted CTA (Class D) by a BE36 squawking 7000 at 2400ft. A/c identified via Mode S. Standard separation maintained.</i></p>					
BE76 Duchess	UNKNOWN	Cruise	Exeter	23/11/2011	201114873
<p><i>Infringement of active Danger Area D012 by a BE76 at FL50. Avoiding action given.</i> The letter of agreement between Plymouth Military and Exeter states that, when activity in D012 allows, long-term clearance to penetrate EG D012 may be granted to OAT/GAT under the control of Exeter ATC subject to various conditions, one of which is that Exeter ATC traffic must be on an Exeter or ORCAM squawk for the entire transit of EG D012. When the traffic entered D012, it was working Yeovilton on a Yeovilton squawk.</p>					
BE90 King Air	UNKNOWN	Climb	Liverpool	14/12/2011	201115344
<p><i>BE90 departing RW27 at 4000ft, targeted by a laser from the Tranmere area. Police notified.</i></p>					
BE90 King Air	UNKNOWN	Cruise	Birmingham	19/12/2011	201115533
<p><i>Infringement of the Daventry CTA (Class A) by a BE90 at 5000ft. A/c subsequently contacted by Coventry ATC and instructed to descend below CAS. Standard separation maintained.</i></p>					
BE90 King Air	P&WC PT6A	Initial Climb	Birmingham	29/12/2011	201115998
<p><i>BE90 targeted by a green laser during climb out from RW33. Police notified.</i></p>					
BE90 King Air	UNKNOWN	Cruise	MAMUL	05/01/2012	201200898
<p><i>Prolonged loss of communications (PLOC). Pilot subsequently reported radio problems.</i></p>					

BE90 King Air	P&WC PT6A	Initial Climb	Tatenhill	20/01/2012	201200748
<p><i>Wing locker left unlatched and subsequently opened in flight.</i> After rotation a vibration was noted, on visual inspection it was immediately apparent that the LH wing locker was open. A/c returned. Some items from the locker were recovered, however, four items missing. The pilot recalls being distracted during the pre-flight checks and during the process of accommodating the passengers, the pilot forgot that the chocks had not been removed and therefore the locker not secured. During taxi, extra power was required, which was put down to sloping and broken tarmac, when in fact the chocks were still in place. Pilots have been re-briefed of the importance of complete and uninterrupted walk around checks. It will also be briefed that the procedure of leaving external lockers doors closed but unlocked should cease, the locker should either be open, awaiting closure/locking or closed and locked.</p>					
Beagle A61	GIPSY MAJOR	Taxi	Cromer	04/12/2011	201118202
<p><i>A/c taxied off the runway, inadvertently entered a field and nosed over. Propeller bent. Two POB, no injuries.</i></p>					
BN2 Islander	LYCOMING O-540	Taxi	Islay	27/09/2011	201111783
<p><i>BN2 Islander's main wheels departed apron whilst taxiing and became stuck in soft ground adjacent to apron perimeter.</i></p>					
BN2 Islander	LYCOMING O-540	Not Applicable	Unknown	25/11/2011	201114674
<p><i>During LC1 inspection on LH engine, nr2 cylinder exhaust valve push rod and tube was found bent.</i></p>					
BN2 Islander	LYCOMING O-540	Maintenance	Maintenance	24/01/2012	201200914
<p><i>NLG bulkhead found cracked.</i> Crew reported that the nose wheel steering was stiff to operate. On inspection the nose oleo lower plumber block support bracket was found cracked. Subsequently the support channel and nose bulkhead were also found to be cracked. The Captain had mentioned that a couple of close-to-limit crosswind landings had occurred the previous weekend, which may have been a contributing factor.</p>					
BN2 Islander	LYCOMING O-540	Take Off	Islay	26/01/2012	201200884
<p><i>Rejected take-off due to near collision with bird.</i></p>					
BN2 Islander T	ALLISON 250	Cruise	Manchester	13/11/2011	201114115
<p><i>RH generator failed during the cruise. Reset unsuccessful. PAN declared and the a/c returned.</i></p>					
BN2 Islander T	ALLISON 250	Cruise	En Route	20/01/2012	201200756
<p><i>Diversion due to unidentified fumes in the cabin.</i> A/c met by emergency services. No smoke or fire was evident but upon investigation the unusual smell was traced to the radar transceiver. The system was isolated and classed as an ADD iaw the MEL. A/c returned to service.</p>					
BN2a Trislander	UNKNOWN	Taxi	Jersey	20/12/2011	201115579
<p><i>Ground vehicle failed to give way to a Trislander on Taxiway B. A/c slowed down in order to avoid a conflict.</i></p>					
BN2a Trislander	UNKNOWN	Flight	Guernsey	23/12/2011	201115993
<p><i>LH engine malfunction during flight. A/c returned. Landed safely.</i></p>					
BN2a Trislander	LYCOMING IO-540	Taxi	Hawarden	12/01/2012	201200540
<p><i>On receipt of line up clearance a/c followed wrong taxi way painted lines causing a/c to line up on LH side runway edge lights. As a/c moved to correct position, runway edge light damaged.</i> Runway does not have centre line lighting which led to the a/c taxiing to the wrong position. The following day it was reported that part of a grease nipple had sheared off from the left main gear torque link which was discovered adjacent to the damaged runway light. In addition there were two cuts in the thick tread area of the left outer tyre.</p>					

BN2a Trislander	LYCOMING O-540	Approach	Alderney	12/01/2012	201200350
<p><i>Gunshots being fired off aerodrome and towards the area of the windsock by Taxiway B. Trislander on LH downwind leg R/W26 advised and instructed to hold South of the airfield.</i> A/c subsequently cleared to land after the offender left the scene. Offender identified as a local farmer shooting for game and has been spoken to by the local police.</p>					
BN2a Trislander	LYCOMING O-540	Parked	Alderney	13/01/2012	201200426
<p><i>Exhaust clamp from RH engine found missing.</i> Discovery made during walk round inspection. New part fitted and runways inspected.</p>					
Bulldog	LYCOMING IO-360	Descent	Brize Norton	22/12/2011	201115738
<p><i>Infringement of the Brize Norton CTR (Class D) by a Bulldog. Standard separation maintained.</i> The Bulldog was observed manoeuvring above the lateral limits of the Brize Norton CTR. The a/c subsequently commenced a descent entering the Brize Norton CTR. The a/c was traced to Kemble. The pilot called Brize Norton to apologise, he had not realised he had drifted above the CTR in the Westerly winds (2000ft 290/30 5000ft 300/30).</p>					
Cessna 150	CONTINENTAL O-200	Landing	Wolverhampton	21/01/2012	201200841
<p><i>A/c allegedly landed after the airport had closed.</i> A/c made a radio call to the aerodrome whilst inbound. No response was initiated. A/c landed and another transmission was heard. Aerodrome was closed and runway unlit. A/c was heard asking for the lights to be switched on.</p>					
Cessna 152	LYCOMING O-235	Cruise	Carron Valley	28/10/2011	201113412
<p><i>Infringement of the Glasgow CTR (Class D) by a primary contact, later identified as a C152. Standard separation maintained.</i> Glasgow ATC phoned Cumbernauld who informed them they had traffic that had departed towards Glasgow CTR but a/c had gone off frequency. C152 subsequently contacted Glasgow ATC requesting a BS. ATC confirmed C152 identification and informed him he was inside Glasgow CTR. Pilot apologised.</p>					
Cessna 152	LYCOMING O-235	Cruise	Stansted	28/11/2011	201114698
<p><i>Infringement of the Stansted CTA and CTR (Class D) by a C152 at 2000ft. Two inbound a/c given extended vectors. Standard separation maintained.</i> Pilot error acknowledged.</p>					
Cessna 152	LYCOMING O-235	Flight	Doncaster Sheffield	16/12/2011	201115437
<p><i>Reported Class A Airway Infringement and malfunction of VHF radio and transponder during training flight.</i> A/c on a Basic Service reported in to ATC on return with an intermittent transmission on comms box 1. A/c switched to box 2 which appeared to operate normally. ATC then lost communication with a/c as it infringed CAS and contacted D&D. Communication re-established and altitude was questioned by ATC. QNH setting indicated 1700ft but ATC reported Mode C on the transponder was indicating FL54. Pilot turned the transponder to Mode A squawking 7000. Comms box 1 still unavailable with comms box 2 readability 5. Pilot requested to call ATC on the land line. Controller stated that transponder had indicated up to FL97.</p>					
Cessna 152	LYCOMING O-235	Climb	Daventry	13/01/2012	201200443
<p><i>Infringement of the Daventry CTA (Class A) by a C172 at 5300ft. A/c contacted and instructed to descend below CAS.</i></p>					
Cessna 152	LYCOMING O-235	Take Off	Cardiff	13/01/2012	201200386
<p><i>Runway excursion on take-off. ATC called "Aircraft Accident". No injuries to one POB. A/c later taxied to the hangar under its own power.</i> ATC experienced substantial interference to the tri-partite line during the incident.</p>					
Cessna 152	LYCOMING O-235	Approach	Exeter	23/01/2012	201200754
<p><i>Light a/c encountered IMC and lost visual references.</i> A/c returning due to deteriorating weather, pilot requested assistance as not IMC rated and had no visuals. D&D informed and pilot given advisory headings and assisted to a safe landing.</p>					

Cessna 182	LYCOMING O-235	Landing	Lairia	24/01/2012	201200816
UK Reportable Accident: When brakes applied on landing, a/c skidded off the runway. Two POB, no injuries. Damage to nose gear, propeller and wing tip. Subject to foreign Authority investigation.					
Cessna 172	UNKNOWN	Cruise	Mayfield	25/09/2011	201111504
Infringement of the London TMA (Class A) by a C172 squawking 1177 at 3500ft. Standard separation maintained.					
Cessna 172	UNKNOWN	Cruise	D039	17/10/2011	201113418
Infringement of active Danger Area D039 by a C172 squawking 7000. The C172 had called London Information, but due to poor RT strength said he would call back. FISO then noticed via AFTN that there was a flight plan for the callsign. However, this indicated that if the C172 routed in a straight line, then it would infringe the active danger area, and, in addition, the controller could see a return on the FID in the southern part of the area. The FISO called Plymouth who said that they could not see the squawk and confirmed that the area was active. As FISO was unable to pass climb instructions, the pilot was contacted and after establishing that he was in D039, was requested to contact Plymouth ATC.					
Cessna 172	LYCOMING IO-360	Cruise	Stansted	18/11/2011	201115079
Infringement of the Stansted CTR (Class D) by a C172 on listening squawk 0013. ATC controller contacted the pilot, who reported lost. A/c instructed to vacate CAS. Standard separation maintained. Traffic info given to an inbound B737 prior the infringement.					
Cessna 172	LYCOMING IO-360	Cruise	Southampton	03/12/2011	201114844
Infringement of the Solent CTA (Class D) at 2600ft by a C172 squawking 7000. Blind calls made with no response. Traffic info given. Standard separation maintained.					
Cessna 172	LYCOMING IO-360	Taxi	Kemble	09/12/2011	201115203
Runway incursion. C172 was given departure taxi instructions from East side of the Tower to A1 Hold for RW26. A/c was then observed to enter grass runway heading East. Student pilot had been told to taxi back the way he had arrived, as RW26 runs parallel to grass RW26/08.					
Cessna 172	LYCOMING IO-360	Cruise	White Waltham	09/12/2011	201115121
Infringement of the Heathrow CTR (Class D) by a C172 at 2000ft squawking 7000. No traffic affected. Standard separation maintained. A/c contacted and pilot advised of the infringement. Pilot stated he had lost situational awareness because the sun was in his eyes.					
Cessna 172	LYCOMING O-320	Circuit	Elstree	02/01/2012	201200003
Infringement of the LTMA (Class A) by a C172 at 3000ft. Same a/c subsequently infringed the London City CTR/CTA (Class D) at 2400ft. An inbound a/c delayed and a departure held on the runway. Standard separation maintained. A/c operating circuits out of Elstree. Attempts to contact Elstree ATC unsuccessful. Attempts to contact the a/c also unsuccessful. CFI has advised that the pilot concerned is to undertake a further navigational exercise before being permitted to fly solo again.					
Cessna 172	LYCOMING O-320	Cruise	London City	15/01/2012	201200420
Infringement of the LTMA (Class A) by a C172 at 3000ft squawking 7000. London City departure delayed. Standard separation maintained. IMC training flight. Flight Instructor error acknowledged. FI debriefed by the CFI.					
Cessna 182 Skylane	CONTINENTAL O-470	Cruise	Southampton	16/09/2011	201111106
Infringement of the Solent CTA (Class D) by a C182 squawking 7000 at 2700ft. A/c identity confirmed via Mode S. Standard separation maintained. Pilot was requested to contact Shoreham on landing. The pilot reports that he misread his map regarding the relevant CAS height restrictions.					

Cessna 182 Skylane	CONTINENTAL O-470	Flight	Blackpool Area	09/11/2011	201114238
<p><i>A/c suffered radio failure during banner towing. Following successful banner pick up a/c given routing instructions by ATC. A/c then suffered a radio failure and was observed holding. Several unsuccessful attempts were made to contact a/c. ATC then declared a local standby and began to transmit blind with instructions to drop banner in the designated area and clear a/c to land. A/c complied with instructions and landed safely, incident then closed.</i></p>					
Cessna 182 Skylane	UNKNOWN	Climb	Isle of Man	13/01/2012	201200439
<p><i>Infringement of the Isle of Man CTA (Class D) by a C182 squawking 7000 at 3000ft. Standard separation maintained. On landing pilot contacted ATC as requested. Pilot was reminded of his responsibilities in the event of being unable to obtain a clearance to enter Class D controlled airspace.</i></p>					
Cessna 208 Caravan 1	P&WC PT6A	Cruise	Brize Norton	14/12/2011	201115735
<p><i>Infringement of the Brize Norton CTR (Class D) by a C208 at 2000ft. Standard separation maintained. C208 was receiving a BS from Benson ATC and requested Benson ATC to arrange transit of Brize Norton CTR. Benson ATC tried to freecall the C208 to the Brize Norton frequency but for reasons unknown had not been able to raise the C208 on the RT. By the time the frequency change occurred C208 had entered the CTR. The C208 pilot rang Brize Norton who reminded the pilot he should have remained outside of CAS until he had received positive ATC clearance to do so.</i></p>					
Cessna 210 Turbo Centurion	UNKNOWN	Cruise	D123	19/11/2011	201114743
<p><i>Infringement of active Danger Area D123 by a C210 at 1500ft.</i></p>					
Cessna 310	CONTINENTAL IO-520	Take Off	Nottingham East Midlands	29/12/2011	201115906
<p><i>Elevator trim tab failure during take-off. During take-off unable to trim out elevator control forces. A/c returned. Control forces did not ease until power reduced to idle during flare. Elevator trim checked on ground and tab found to move freely but with no corresponding elevator trim tab movement.</i></p>					
Cessna 404 Titan	CONTINENTAL GTSIO520	Cruise	Nottingham East Midlands	30/11/2011	201114742
<p><i>Hydraulic fluid leak in flight. Intermittent 'Low Flow' captions illuminated and remained on when flaps deployed for survey. Flaps retracted and the a/c returned to the departure airport. Landing gear failed to travel on approach. Emergency gear extensions used prior to a safe landing. Following shutdown a puddle of hydraulic fluid was observed in the under floor area just aft of the main spar. A pinhole was then found in a rigid pipe in the same area although examination failed to reveal any apparent reason for the hole. The failure is therefore considered to be due to age and internal corrosion due to moisture in the hydraulic fluid. A programme of rigid pipe replacement will therefore be instigated for the subject aeroplane.</i></p>					
Cessna 404 Titan	UNKNOWN	Flight	Nottingham	03/12/2011	201114893
<p><i>C404 at 3000ft on a survey flight over SE Derby was targeted by a green laser. Authorities informed.</i></p>					
Cessna 404 Titan	CONTINENTAL GTSIO520	Flight		20/12/2011	201115562
<p><i>PAN declared due to a precautionary engine shutdown. Pilot requested to squawk 7700 and a direct routing offered and accepted as a diversion. During flight a sudden onset of RPM fluctuations and vibrations from nr2 engine. Subsequent investigation found a fault with the RH magneto.</i></p>					
Cessna 404 Titan	UNKNOWN	Hold	Bolton	14/01/2012	201200746
<p><i>C404 in hold at 4000ft targeted by a green laser, three times in quick succession from the Horwich area West of Bolton.</i></p>					
Cessna 404 Titan	UNKNOWN	Approach	Nottingham East Midlands	19/01/2012	201200660
<p><i>C404 on approach to RW27 at 500ft, targeted by a green laser from the Long Eaton area on right hand side of a/c. Police notified.</i></p>					

Cessna 441 Caravan 2	P&WC PT6A	Cruise	London-Heathrow	05/01/2012	201200283
F406 in cruise at 2900ft targeted by a green laser, originating 4nm East of Heathrow Airport. ATC notified.					
Cessna C501 Citation 1	UNKNOWN	Descent	Jersey	25/11/2011	201114811
EFSS level change without interaction. C501 was descended to 3000ft and coordinated with Jersey Approach and Tower. On looking back EFPS level was then observed indicating FL140. It believed that this was due to a late action from another sector.					
Cessna C510 Citation Mustang	P&WC PW615F	Parked	Thessaloniki	12/12/2011	201115646
Damage to LH side of the a/c caused by loose metal fitting on engine cover. Arriving crew found damage to LH side of fuselage, windows and upper surface over wing. They were advised by the handling agent that the a/c engine cover had become loose a few days earlier in high winds and had been refitted by them in the dark. Operator to investigate altering the design of the covers or replacing with a different type. All crew on type advised.					
Cessna C510 Citation Mustang	P&WC PW615F	Descent	En Route	09/01/2012	201200263
LH engine failed and auto-recovered during flight. On reducing power at top of descent, left engine surged with loud 'pop-pop'. EICAS Red warning ENG LEFT FAIL accompanied by a brief hot oil smell in the cockpit. Engine auto-recovered and message cleared. No engine limits exceeded and flight continued without any further occurrences.					
Cessna C510 Citation Mustang	P&WC PW615F	Flight	Bournemouth	18/01/2012	201200684
Report of unpleasant smell/odour in cockpit during flight. No apparent smoke. Investigation on ground confirmed smell from LH engine. Engine suspected as having internal oil leak, causing minor oil ingress into the compressor section. The engine had recently been repaired by manufacturer due to high oil pressure problem. Engine manufacturer consulted.					
Cessna C525 Citationjet	UNKNOWN	Climb	Bournemouth	09/10/2011	201112422
After departing C525 received clearance to leave CAS. Pilot queried route as his filed FPL was to remain inside CAS. Investigations revealed the pilot had not been informed of a re-route. Following the Incident Bournemouth ATC contacted IFPS Brussels to query the re-route. IFPS Brussels reported the change was due to DTY sector restrictions. Bournemouth ATC also contacted the handling agent who confirmed the pilot had not been advised of any changes to his FPL.					
Cessna C525 Citationjet	UNKNOWN	Maintenance		28/10/2011	201116009
Engine damage caused by a failed clamp on the P3 delivery pipe to pre-cooler. During engine runs following engine diffuser replacement, the clamp failed causing hot engine bleed air to damage the pylon skins, exhaust duct and exhaust. It is suspected that the design of the clamp allowed it to be torque loaded to the correct value without being fully locked. Engine download revealed no exceedences. Manufacturer notified with a request to redesign the clamp for a positive locking feature.					
Cessna C525 Citationjet	UNKNOWN	Initial Climb	Brize Norton	24/11/2011	201114563
Panel detached from a/c during initial climb. Shortly after departure, as the undercarriage retracted, what appeared to be a panel was seen falling from the bottom of the a/c. Pilot informed and elected to continue to their destination where they arrived without further incident. A sweep of the runway was carried out before the next departure to ensure that there was no other debris.					
Cessna C525 Citationjet	WILLIAMS FJ44-1	Climb	Denham	29/11/2011	201114764
C525 on a CPT departure initially climbed to 700ft in accordance with the departure profile, however the a/c then failed to make any further climb and was still at 700ft on reaching the Denham ATZ. Pilot confirmed he was still in climb, ATC instructed pilot to expedite climb. The approach controller called Denham who had no circuit traffic. No traffic affected.					
Cessna C525 Citationjet	UNKNOWN	Climb	Lambourne	16/12/2011	201115434
Level bust. A/c was noticed climbing through FL130 up to FL134. The a/c then called on at FL130. A/c was then climbed to FL140.					

Cessna C525 Citationjet	UNKNOWN	Climb	En Route	19/12/2011	201115501
<p><i>Level bust.</i> A/c was transferred to Solent radar but then made a call on the Tower frequency advising that they were returning to 3000ft. The ATM indicated 3500ft then back to 3000ft. Controller informed a/c that they were on the Tower frequency and they should contact Solent radar.</p>					
Cessna C525 Citationjet	UNKNOWN	Descent	Gloucester-Staverton	21/12/2011	201115592
<p><i>Gloucester Tower and Dundee share RT frequency 122.900. Gloucester were operating on 128.550, but having to monitor 122.900. An a/c called Dundee on 122.900 resulting in increased workload for Gloucester.</i> A/c transmissions on 128.550 had to be repeated. Believed that the a/c was transmitting outside of the DOC.</p>					
Cessna C525 Citationjet	UNKNOWN	Descent	London-Gatwick	11/01/2012	201200316
<p><i>Infringement of the Gatwick CTA (Class D) by a C525 at 1800ft. Departures stopped. Standard separation maintained.</i> No traffic delayed as result of the infringement. The pilot subsequently contacted ATC and acknowledged that he had mis-read the base of the Gatwick CTA as 1800ft (actual base 1500ft).</p>					
Cessna C525 Citationjet	WILLIAMS FJ44-3	Taxi	London City	24/01/2012	201200850
<p><i>A/c compass deviation.</i> The a/c was lined up for departure via 'Mike', having held for a short period in the 27 hold. On line up, the pilot reported a technical problem due to compass deviation and requested to return to the apron. On reaching the main apron the pilot believed that the problem had been rectified and requested to be taxied back to the holding point for departure. However, on reaching 'Delta', the a/c again reported the problem and this time returned to the apron. The a/c eventually departed but requested not to enter the 27 hold prior to departure.</p>					
Cirrus SR20	UNKNOWN	Cruise	Jersey	06/10/2011	201112391
<p><i>Jersey received an ACT from Rennes for an SR20 bound for Bristol. A/c failed to make contact and was overdue at Bristol. Jersey ATC took action to establish what had happened to a/c.</i> Jersey ATC controller commented that they were unable to immediately answer Bristol ATC questions regarding the overdue a/c as the information required was not available on any systems in the approach room resulting in a Jersey ATCA leaving their post to establish what had happened.</p>					
Cirrus SR20	LYCOMING IO-360	Cruise	Cardigan Bay	25/10/2011	201113280
<p><i>Infringement of active Danger Area D201 by an SR20 at 3000ft. Traffic info given.</i></p>					
Cirrus SR22	OTHER	Landing	Lee On Solent	14/11/2011	201115183
<p><i>GPS approach into an unlicensed airfield in low IFR conditions.</i> On arrival the cloud base was fluctuating 500ft and 300ft. Go-around initiated. Successful landing made. Upon landing reporter reflected that the incorrect decision had been made to land at destination. Commercial pressure clouded judgement and decision making.</p>					
Cirrus SR22	CONTINENTAL IO-550	Climb	Denham	11/12/2011	201116148
<p><i>Infringement of the Heathrow CTR (Class A) by an SR22 at 2100ft. Standard separation maintained.</i> Operator alerted. Pilot error acknowledged. Pilot became temporarily distracted after entering unexpected cloud at 800ft (local weather information stated cloud base at 1800ft).</p>					
Cirrus SR22	CONTINENTAL IO-560	Cruise	Blackpool	06/01/2012	201200496
<p><i>PAN declared due to low oil pressure light illuminating.</i> Pilot subsequently reported that the oil pressure was now showing normal. A/c landed safely.</p>					
Cirrus SR22	CONTINENTAL IO-560	Climb	ROSUN	28/01/2012	201200824
<p><i>A/c cleared to FL80 outbound, instructed to maintain FL80. A/c seen on Radar to climb to FL85 citing problems with autopilot.</i></p>					

DH Tigermoth	GIPSY MAJOR	Taxi	Wickenby	13/08/2011	201110020
<i>During taxi, a manhole collapsed causing the a/c nose to dip and the propeller struck the ground. Propeller and engine cowling damaged.</i>					
DHC6 Twin Otter	P&WC PT6A	Maintenance	Maintenance	30/11/2011	201114800
<i>Fuel booster pump forward nr1 'O' ring found missing. While investigating no pressure from fuel boost fwd nr1 position following rewiring, it was discovered that the pump was previously installed with only one 'O' ring and not two, and appeared not to have been properly rotated in its sleeve, thus not opening the pressure ports and hence no pressure. There had been work carried out to the pump for various defect reports.</i>					
DHC6 Twin Otter	P&WC PT6A	Cruise	Barra	30/11/2011	201114771
<i>Propeller blue beta back up failure during cruise. Propeller blue beta back up light illuminated and continued steady. Torque and propeller RPM reduced. ECL consulted. C/B pulled. A/c continued as normal but reverse avoided on landing as per SOP.</i>					
DHC6 Twin Otter	P&WC PT6A	Parked	Glasgow	17/12/2011	201115467
<i>Airstair door handle appeared to be jammed. Forward locking pin had dropped inside the door.</i>					
DHC6 Twin Otter	P&WC PT6A	Climb	Glasgow	19/01/2012	201200703
<i>During climb steady blue beta system light illuminating and torque fluctuations observed. Abnormal checklist consulted and the C/B B2 was pulled and the torque fluctuations continued until the torque was reduced. A/c return initiated. ATC asked if it was an emergency, due to the strange sounds from the propellers, flight crew confirmed it was. A normal landing was carried out. Wiring checks carried out and RH engine propeller beta backup solenoid coil shorting to coil body, causing suspected coil actuation. Propeller governor to be replaced.</i>					
Diamond DA42 Twin Star THIELERT TAE 125-01	Taxi	Brize Norton	18/11/2011	201115672	
<i>Propeller strike to cone during taxi. Captain observed that there were rubber cones standing approx 2m from each wingtip. As a/c taxied out and turned right the propeller hit a rubber cone which was standing approx 10m from the a/c when it was parked. The flight crew had not noticed this cone during the walk-around. Due to limited visibility straight ahead the cone was not visible from P1 or P2 seat. When inspecting the propeller, cracks at the tips were noticed. Both crew members have been interviewed and human factors could have been a contributing factor.</i>					
Diamond DA42 Twin Star THIELERT TAE 125-02	Cruise	Birmingham	18/11/2011	201114337	
<i>Infringement of the Birmingham CTA (Class D) by a DA42 squawking 7000 at FL49. DA42 tracked East into CTA then turned back and exited to the West. Traffic info given. Standard separation maintained. Birmingham ATC observed the a/c descending into Halfpenny Green. Controllers contacted Halfpenny Green and obtained details of the a/c.</i>					
Diamond DA42 Twin Star THIELERT TAE 125-01	Cruise	Coventry	01/12/2011	201114965	
<i>PAN declared and a/c returned due to uncommanded shutdown of RH engine. RH engine shut down and feathered during training flight. A/c landed safely but was unable to clear the runway and required assistance from RFFS. On investigation nr2 engine ran normally except unable to reach full propeller RPM. Propeller gearbox filter removed and replaced. Filter inspected and small amount of unidentified dirt was found. Propeller valve removed, inspected and cleaned.</i>					
Diamond DA42 Twin Star UNKNOWN	Taxi	Biggin	18/12/2011	201115458	
<i>DA42 cleared to taxi from main apron to holding Point D2 and read back correctly. A/c was then observed travelling past holding point and entered RWY21 without clearance. Pilot informed and instructed to vacate at the next exit.</i>					
Diamond DA42 Twin Star UNKNOWN	Approach	Cranfield	22/12/2011	201115674	
<i>PAN declared due to ECU failure. A/c returned.</i>					

Diamond DA42 Twin Star	THIELERT TAE 125-01	Cruise	Seaford	14/01/2012	201200421
<p>PAN declared due to high LH engine temperature indication. Pilot elected to descend and increase the a/c speed to try and cool the engine.</p>					
Diamond Star DA40-180	THIELERT TAE 125-01	Cruise	Coventry	25/11/2011	201114688
<p>Prolonged Loss of Communications (PLOC). A/c failed to respond to ATC calls. A/c had been calling blind. A/c subsequently did call on frequency but appeared not to be receiving transmissions. Local standby initiated and a/c landed safely.</p>					
Fokker S11	OTHER	Cruise	Birmingham	26/11/2011	201114606
<p>Infringement occurred during a forced landing after engine had stopped. ATC was contacted by pilot of subject a/c stating that he had force landed at a disused airfield. The radar controller at the time had seen nothing on radar, nor heard any transmissions from an a/c in distress. It was reported that the engine started to misfire, pilot switched tanks but the engine stopped. Pilot had been monitoring frequency but did not make an emergency call. The pilot noticed the disused airfield and landed on the grass alongside the old runway with the Prodrive track to the left. This is technically a zone infringement, in emergency circumstances. No a/c were departing at the time and no separation was lost.</p>					
G102 Astir	NOT APPLICABLE	Take Off	Tibenham	16/11/2011	201114668
<p>During winch launch, the canopy partially opened. Pilot held the canopy closed for the remainder of the launch, resulting in landing without air brakes. One POB, no injuries. During landing on tarmac runway, RH wing tip was seen to touch the ground briefly while tail high.</p>					
Glider	NOT APPLICABLE	Parked	Milfield	20/11/2011	201114900
<p>A split pin was found to be missing in the rudder cable linkage, adjacent to the rear seat LH rudder pedal. The split pin is used to secure a clevis pin joining the rudder cable. The clevis pin could have dropped out resulting in loss of rudder control in flight. Subsequent examination found a second split pin, in the cable run to the right front rudder pedal, was not folded back and could have worked out. It is understood that there is a possibility that the damaged split pin could have caught on the pilots clothing. The a/c is a demonstrator owned by the manufacturer/TCH. This is believed to be a maintenance related issue.</p>					
Glider	NOT APPLICABLE	Landing	Nr Hillersley	25/11/2011	201114993
<p>UK Reportable Accident: A/c became low and tried to soar higher. Field selected for landing, but there was a lack of lift. A/c made a hard landing. One POB, no injuries. Subject to BGA investigation. Gel coat cracking, possibly in line with bulkhead under the pilot's seat. Gel coat damage in front of wheel.</p>					
Glider	NOT APPLICABLE	Landing	Great Hucklow	10/01/2012	201200346
<p>UK Reportable Accident: Landed heavily in a field. One POB, serious injuries. "Considerable" a/c damage. Subject to BGA investigation.</p>					
Grob G115	UNKNOWN	Cruise	Porthcawl	15/11/2011	201114224
<p>PAN declared due to smoke in the cockpit. A/c landed safely.</p>					
Grob G115	LYCOMING O-235	Climb	Birmingham	31/12/2011	201115875
<p>Infringement of the Birmingham CTA (Class D) by a Grob 115 squawking 7000 at 5400ft. Standard separation maintained. Two outbound services delayed by approx 5mins. Due to stronger winds from the West than forecast, the a/c had drifted further downwind than intended. The appropriate lessons appear to have been learnt by the instructor concerned.</p>					
Grob G115	LYCOMING AEIO-360	Other	Luton	13/01/2012	201200378
<p>Infringement of the London TMA (Class A) by a Grob115 squawking 7000 with Mode C indicating 5900ft. Standard separation maintained. Appropriate CAA action is being taken as a result of this incident.</p>					

Grumman AA5	LYCOMING O-360	Climb	Glasgow	25/09/2011	201111503
<p><i>Infringement of the Glasgow CTA (Class D) by a Grumman AA5 squawking 7401 at 3500ft. Standard separation maintained. The pilot was informed of the recent airspace changes and to contact Glasgow Approach 119.1, which he complied with.</i></p>					
Grumman AA5	Lycoming O-320	Flight	En Route	09/01/2012	201200229
<p><i>A/c issued route together with altitude not above 2000ft. ATC then observed a/c at 2300ft and climbing. ATC clarified clearance as not above 2000ft.</i></p>					
Grumman GA7 Cougar	LYCOMING O-320	Take Off	Andrewsfield	06/01/2012	201200163
<p><i>UK Reportable Accident: A/c crashed in adjacent field on take-off. Two POB, no injuries. Subject to AAIB AARF investigation. Damage to nose cone, propeller and wing tip.</i></p>					
Jodel D112	CONTINENTAL A65	Taxi	Netherthorpe	02/01/2012	201200050
<p><i>A/c nosed over during taxi. Student pilot started to manoeuvre the a/c to the left. At this point the tail lifted slightly and student applied both brakes as an instinct. Instructor was unable to un-brake as the a/c type has no brakes on the passenger/instructor side and the a/c toppled onto its nose. Fire service requested. At first inspection, little damage seen and the ground was soft grass and the propeller had dug in. The a/c was taxiing at about 2mph at the time of the incident and the control stick was in the back position. Incident discussed and unsure if the tail lifted initially due to the wind strength or due to the braking, however, the instinct to then apply brakes fully was, in the reporter's opinion what caused the a/c to nose over. The student is going to continue training to revalidate his licence and remain more current on a/c type.</i></p>					
Lancair	OTHER	Taxi	Biggin	16/12/2011	201115457
<p><i>Lancair was given taxi instructions from the main apron to holding point D2 and read back correctly. A/c then travelled past holding point and entered R/W21. Pilot was informed and replied that his windscreen was misty. Pilot was then instructed to vacate at the next exit as another a/c was holding at D1.</i></p>					
Mooney 20	LYCOMING IO-360	Flight	En Route	02/01/2012	201200347
<p><i>Possible a/c transponder fault causing SSR drop out. No SSR for Pease Pottage for several minutes.</i></p>					
P2006	ROTAX 900	Cruise	Hawarden	25/09/2011	201111496
<p><i>Infringement of Airway N864 (Class A) by a P2006 at 4000ft squawking 7000. Standard separation maintained. After the initial infringement the a/c established contact with London FIS and a/c identified. A/c vacated CAS but subsequently re-entered at 3000ft. A/c established on frequency and pilot apologised citing strong southerly winds.</i></p>					
Paraglider	UNKNOWN	Take Off	Southend	14/01/2012	201200544
<p><i>Infringement of the Southend ATZ (Class G) by three para-motorgliders observed becoming airborne from a field in Great Stanbridge. Appropriate CAA action is being taken as a result of this incident. See 201104569</i></p>					
Piaggio P180	UNKNOWN	Taxi	London City	20/10/2011	201113126
<p><i>P180 cleared to holding point Y exceeded its clearance limit and was observed holding short of B. P180 was backtracked via B in order to allow an inbound FK50 vacating the runway at C for Stand 10 to continue to stand. ATC unit has attempted to contact the operator but without success. The operator has not operated into London City subsequent to this event.</i></p>					
Pilatus PC12	UNKNOWN	Descent	Stornoway	01/12/2011	201114807
<p><i>PC12, released by Scottish descended below the MSA to FL60 8nm South of Stornoway. Portree regional QNH was 998mb and FL65 was the lowest level available for use outside 25nm. The a/c was released in the descent to FL65. On checking in on frequency it called descending to FL60 and on checking the a/c reported at FL60.</i></p>					

Piper J3	CONTINENTAL A66	Parked	Priory Farm	28/01/2012	201200863
UK Reportable Accident: Flight completed with two POB. Passenger vacated a/c and stepped back into rotating propeller. Passenger sustained fatal injuries. No damage to a/c. AAIB Field investigation.					
Piper PA23	UNKNOWN	Landing	Mount Airey Farm	16/12/2011	201115577
UK Reportable Accident: A/c landed approx 0.5m short of farm strip. LH engine stopped on approach. Two POB, no injuries. Subject to AAIB Field investigation. Landing gear damaged.					
Piper PA23	LYCOMING IO-540	Maintenance	Cambridge	23/12/2011	201116885
Alleged ineffective maintenance. During Annual inspection, the horizontal stabilizer torque tube bearings were found to have excessive free play. Upon removal, severe corrosion was found on both sides of the stabilizer torque tube. Also during the inspection a number of structural cracks have been found at various locations. A main electrical wire was also found in poor condition as the outer metallic braiding and central conductor were exposed. All the areas had been previously been signed off at the last inspection in Sept 2010, 18 flight hours previously.					
Piper PA28	LYCOMING O-360	Cruise	Barkway	24/09/2011	201114912
Infringement of the LTMA (Class A) by a PA28 unverified at 2900ft. Standard separation maintained. See also 200805261, 201111483.					
Piper PA28	LYCOMING O-320	Approach	Blackpool	12/11/2011	201114515
Alternator failure. ATC informed that a/c inbound with possible alternator failure. Local standby initiated. A/c landed safely.					
Piper PA28	Lycoming O-320	Cruise	D036	14/11/2011	201115370
Infringement of Danger Area D036 by a PA28 at 3000ft. No activity at the time of the infringement.					
Piper PA28	LYCOMING O-360	Cruise	Stansted	18/11/2011	201114335
Infringement of the Stansted CTR (Class D) by a unknown a/c squawking 7000. Traffic info given. Standard separation maintained. A/c identity confirmed by Luton as a PA28. It was also confirmed that the a/c had been on Luton's frequency throughout and had been told to remain outside CAS. The pilot's report confirms that in hazy conditions he misidentified a town enroute.					
Piper PA28	LYCOMING O-320	Unknown	Church Fenton	24/11/2011	201114691
Infringement of the Church Fenton ATZ (Class G) by a PA28, 2nm North tracking South. A/c identified when visual at approx 1000-1500ft tracking East to West. No RT comms.					
Piper PA28	LYCOMING O-320	Cruise	Farnborough	27/11/2011	201114671
Infringement of CAS-T (Class D) by a PA28. Farnborough LARS West made blind calls with no response. A/c subsequently identified by Brize Norton. Brize Norton transferred PA28 onto frequency 125.25 for a service. PA28 called on frequency and was given a Farnborough squawk and BS. Farnborough ATC asked the pilot if they he was aware of the CAS-T to which he replied negative, ATC advised pilot to check his NOTAMS for future flights. The pilots report states that the situation was not helped by NOTAMS not being available at the point of departure due to server computer problem.					
Piper PA28	Lycoming O-320	Cruise	Brize Norton	30/11/2011	201114887
Infringement of the Brize CTR (Class D) by a PA28 squawking 7000 at 3000ft.					

Piper PA28	LYCOMING O-320	Taxi	Carlisle	01/12/2011	201114865
Runway incursion by a PA28 that was cleared to enter RW19 to taxi to run-up area just short of holding point D. The a/c was observed crossing the active RW25. No other a/c affected. At the time of the incursion, the controller's attention was drawn to the other side of the airfield due to an apron gate malfunction, however had there been traffic for RW25 the controller would not have averted his attention. The student pilot was accompanied at the time by an instructor, however, it was the instructors first visit to the airfield. CFI alerted and pilots re-briefed accordingly.					
Piper PA28	LYCOMING O-360	Cruise	Biggin	04/12/2011	201115000
Infringement of the Biggin Hill ATZ (Class G) by a PA28. Standard separation maintained. PA28 was squawking a code assigned by Farnborough Radar. Biggin Hill ATC telephoned Farnborough and obtained the identity and intentions of the a/c.					
Piper PA28	LYCOMING O-320	Cruise	Luton	05/12/2011	201114901
Infringement of the Luton CTR (Class D) by a PA28 at 2200ft squawking 7000. A/c subsequently changed to a 5032 squawk. A/c instructed to vacate CAS by Farnborough. Standard separation maintained. Student pilot mis-identified St Albans for Potters Bar. Pilot error acknowledged. Pilot to undertake further dual navigation training.					
Piper PA28	LYCOMING O-320	Cruise	Luton	05/12/2011	201114930
Infringement of Luton CTR (Class D) by a PA28 at 4400ft. ATC attempted to contact the a/c to no avail. A check all was imposed. Standard separation maintained. Subsequent investigation revealed the pilot was too reliant on his GPS. CFI alerted and de-briefed the pilot accordingly.					
Piper PA28	LYCOMING IO-360	Flight	En Route	09/12/2011	201115408
Alternator failure during flight. Pilot reported alternator failure and elected to continue to destination. Transferred to Doncaster radar who relayed information that a/c had landed safely.					
Piper PA28	Lycoming O-320	Cruise	Birmingham	09/12/2011	201115096
Infringement of the Birmingham CTA (Class D) by a PA28 at 2000ft squawking 7000. Standard separation maintained. Pilot subsequently rang Birmingham ATC and the incident was discussed.					
Piper PA28	LYCOMING O-320	Cruise	Sandtoft	10/12/2011	201115152
Infringement of the Doncaster Sheffield CTR (Class D) by a PA28 at 3500ft. Standard separation maintained. CFI alerted.					
Piper PA28	Lycoming O-320	Take Off	Newcastle	11/12/2011	201115493
Shortly after take-off a/c suffered radio failure. Local standby declared while a/c returned for safe landing.					
Piper PA28	LYCOMING O-320	Cruise	Great Dunmow	12/12/2011	201115187
Infringement of the Stansted CTR (Class D) by a PA28 at 1500ft. Standard separation maintained. Pilot error acknowledged. Appropriate advice has been passed to the pilot concerned.					
Piper PA28	LYCOMING O-320	Circuit	Cheltenham	22/12/2011	201115696
PA28 on base leg in circuit for RW21R, reported a green laser. Following a/c warned. Police notified.					
Piper PA28	LYCOMING O-320	Circuit	Lincoln	22/12/2011	201115689
PA28 in circuit at 2000ft, targeted several times by a green laser, over the river Trent.					

Piper PA28	LYCOMING O-320	Parked	Liverpool	27/12/2011	201115883
<p><i>Small engine fire on start up.</i> It is thought that over-priming of the engine and over-use of the starter could have contributed to fuel vapours igniting in the engine compartment. A hand held extinguisher was used to put the fire out before the emergency services arrived and there were no injuries.</p>					
Piper PA28	LYCOMING O-320	Cruise	Micklefield	27/12/2011	201115746
<p><i>UK Reportable Accident: A/c made an emergency landing in a field following engine failure. Four POB, no injuries. Subject to AAIB AARF investigation.</i> Nose and LH main undercarriage collapsed.</p>					
Piper PA28	LYCOMING O-360	Cruise	Denham	27/12/2011	201115750
<p><i>Infringement of London CTR (Class A) by a PA28 at 2100ft. Heathrow departures stopped.</i> Appropriate CAA action is being taken as a result of this incident.</p>					
Piper PA28	LYCOMING O-320	Initial Climb	Cosford	31/12/2011	201116010
<p><i>Multiple birdstrike on initial climb. A/c flew a circuit and landed safely. Damage found to nose fairing. Further evidence of strike found to both wings.</i> The reporter notes that bird control measures at the subject aerodrome were unavailable over the Christmas period. The runway had been checked one hour prior to take-off but birds had made their way onto the runway during this period.</p>					
Piper PA28	LYCOMING IO-360	Approach	Stapleford	02/01/2012	201200024
<p><i>UK Reportable Accident: On approach, the a/c struck a hedge just before the threshold to RW22. Two POB, minor injuries. Subject to AAIB AARF investigation.</i> RH wing and nose damaged.</p>					
Piper PA28	CONTINENTAL TSIO-360	Unknown	Biggin	06/01/2012	201200146
<p><i>Infringements of the London CTR (Class A) and Biggin Hill ATZ (Class G) by a PA28 squawking 5020 at 1700ft.</i> Appropriate CAA action is being taken as a result of this incident.</p>					
Piper PA28	LYCOMING O-320	Other	Birmingham	06/01/2012	201200186
<p><i>Infringement of the Birmingham CTA (Class D) by a PA28 at 3000ft. Standard separation maintained.</i> Pilot error acknowledged.</p>					
Piper PA28	CONTINENTAL TSIO-360	Cruise	Denham	06/01/2012	201200758
<p><i>Infringement of the Heathrow CTR (Class A) by a PA28 at 1400ft. Heathrow departures were briefly stopped.</i> See also 201200146.</p>					
Piper PA28	LYCOMING O-360	Climb	Brize Norton	10/01/2012	201200388
<p><i>Infringement of the Brize Norton CTR (Class D) by a PA28 squawking 3305 with Mode C indicating 1400ft and climbing. Standard separation maintained. Pilot apologised.</i> Pilot was recovering from a PFL with D&D and due to the unexpected sudden cloud cover beneath him had temporarily lost contact with the ground and his position.</p>					
Piper PA28	LYCOMING O-360	Cruise	Coventry	12/01/2012	201200336
<p><i>Infringement of the Daventry CTA (Class A) by a PA28 at 5000ft. Standard separation maintained.</i></p>					
Piper PA28	Lycoming O-320	Cruise	Goodwood	16/01/2012	201200567
<p><i>PAN declared and diversion initiated due to rough running engine.</i></p>					

Piper PA28	LYCOMING O-360	Cruise	Birmingham	16/01/2012	201200462
Infringement of the Daventry CTA (Class A) by a PA28 at 4900ft squawking 7000. Pilot responded to a blind call and was instructed to descend below CAS. Standard separation maintained. Pilot error acknowledged.					
Piper PA28	UNKNOWN	Cruise	Biggin	22/01/2012	201200681
Infringement of the Gatwick CTA (Class D) by a PA28 squawking 7047 at 2000ft. Standard separation maintained. Details of the infringing a/c were received from Biggin and Mode S data. Strong North-Westerly wind present at time of infringement.					
Piper PA28	UNKNOWN	Circuit	Omagh	23/01/2012	201200887
PA28 overhead Omagh City at 3000ft, reported a green laser from the West. Police notified.					
Piper PA31	LYCOMING TIO-540	Cruise	Luton	14/10/2011	201112892
Infringement of the Luton CTR (Class D) by a PA31 at 2200ft squawking 7000. A/c departed to the South shortly after. A/c identified by Mode S. Standard separation maintained.					
Piper PA31	LYCOMING TIO-540	Cruise	Northampton - Sywell	24/11/2011	201114677
Alternator failure indication during cruise. LH alternator failure light flickered intermittently and then became steady. Failure checklist consulted which recommended a series of electrical switch selections that appeared to be designed to identify which alternator had failed. The checklist included switching off the 'good' alternator. Carrying out the checklist did not reset the failed alternator and the second alternator failed to come back on-line. A/c landed safely after a visual approach. Initial failure was traced to a broken wire. The Flight Reference Cards (FRC) were based on the AFM when they should have been based on supplements to the AFM which introduced a different procedure. Procedure has been amended. Other a/c emergency procedures are being re-checked for applicability.					
Piper PA31	LYCOMING TIO-540	Cruise	Liverpool	07/12/2011	201115155
Engine power loss during the cruise. Manifold air pressure (MAP) noted to reduce. PAN declared and a/c diverted. Communications between ATC and the a/c then failed for approximately 7mins. Pilot reported that he suspected that icing may have affected the a/c aeriels. At approximately 2000ft on final approach, MAP increased. Landed safely. Subsequent inspection found the alternate air spring had failed.					
Piper PA31	UNKNOWN	Climb	Belfast	28/12/2011	201115795
Level dust. A/c instructed to remain not above 4000ft. Mode C was observed at varying heights up to 4400ft. Pilot stated that strong winds and turbulent conditions had made it difficult keeping the a/c level on passing over high ground. No losses of separation occurred.					
Piper PA31	LYCOMING TIO-540	Flight	Leighton Welshpool	18/01/2012	201200557
UK Reportable Accident: A/c crashed followed by a fire shortly after departure. Two POB, both with fatal injuries. Extensive a/c damage. Subject to AAIB Field investigation.					
Piper PA31	UNKNOWN	Taxi	Prestwick	18/01/2012	201200712
PA31 taxiing from Apron G to holding point R1 for an IFR departure. A/c crossed holding point R1 and entered RW21 without clearance. Pilot was informed and then instructed to vacate RW21 and hold at R1.					
Piper PA32	LYCOMING O-540	Maintenance	Bournemouth	10/01/2012	201200239
During scheduled inspection of RH wing, a rear support rib was found to be badly corroded over 75% of its surface. Corrosion confined to one rib, surrounding wing structure unaffected. Rib removed, area cleaned and a new rib fitted.					

Piper PA32	LYCOMING O-540	Climb	Gloucester-Staverton	17/01/2012	201200603
<i>PA32 climbing through 1900ft from R/W27, reported a green laser. Police notified.</i>					
Piper PA34 Seneca	CONTINENTAL TSIO-360	Cruise	En Route	12/11/2011	201115978
<i>A/c diverted due to rough running engine. Engine vibration and smoke during flight caused a/c to divert. Engineers diagnosed a cracked cylinder possibly due to a blocked injector. Hot oil leaked directly onto exhaust.</i>					
Piper PA34 Seneca	CONTINENTAL TSIO-360	Taxi	Shoreham	05/12/2011	201115021
<i>Runway incursion by a PA34 that was cleared to hold at K3. A/c observed taxiing through K3 whilst transmitting a request to use R/W20. No other a/c affected.</i>					
Piper PA34 Seneca	CONTINENTAL TSIO-360	Climb	Rochester	07/01/2012	201200268
<i>Infringement of the LTMA (Class A) by a PA34 squawking 7000 at 2600ft, observed to manoeuvre and climb to max of 2900ft. A/c identified via Mode S. Standard separation maintained. See 200507871, 200603030, 201002423.</i>					
Piper PA34 Seneca	UNKNOWN	Descent		10/01/2012	201200248
<i>Multiple level bust. PA34 given clearance to descend to FL110, a/c seen passing FL105. Instructions passed to stop descent at FL100 as a/c passing FL102. 20mins later, a/c cleared to FL60 was seen descending to altitude 5000ft. No other a/c in the area.</i>					
Piper PA34 Seneca	CONTINENTAL TSIO-360	Climb	Gloucester	23/01/2012	201200788
<i>During climb, propeller anti-ice failed to operate and the C/B was found to have tripped. During climb light icing was encountered. The propeller anti-ice was switched on but failed to operate. The C/B had tripped. C/B reset but tripped again. A/c descended to lower level where the ice melted. Following a normal approach and landing, during the deceleration, the nosewheel tyre deflated.</i>					
Piper PA34 Seneca	CONTINENTAL TSIO-360	Maintenance	Liverpool	24/01/2012	201200883
<i>Battery caught fire during ground run. Smoke was seen to be emanating from the instrument panel. Engines and fuel valves shut down and a/c vacated. Flames seen from nose undercarriage bay and extinguished with hand held extinguisher. Fire services arrived and took control. The source of the fire was traced to the battery pack.</i>					
Piper PA38 Tomahawk	Lycoming O-235	Taxi	Inverness	02/11/2011	201113819
<i>Vehicle driven close to a/c just as it started to taxi.</i>					
Piper PA38 Tomahawk	LYCOMING O-235	Take Off	Hawarden	02/12/2011	201114978
<i>Runway incursion. A bird control vehicle had been cleared onto the runway and was carrying out bird clearing duties. Controller erroneously then cleared a PA38 to take-off. The vehicle expedited clear of the runway as the a/c initiated its take-off, however, it was unable to fully vacate due to another a/c taxiing. ATC training in progress.</i>					
Piper PA38 Tomahawk	Lycoming O-235	Cruise	Northwich	15/12/2011	201115356
<i>Infringement of the Manchester CTR (Class D) by a PA38 at 1200ft. Traffic info given. Standard separation maintained. Solo student on a navigational exercise mis-identified Northwich for Crewe. Pilot error acknowledged. Pilot has since operated the same route with an instructor and has undertaken further navigation tuition.</i>					

Piper PA38 Tomahawk	LYCOMING O-235	Unknown	Doncaster Sheffield	18/12/2011	201116460
<p><i>Infringement of the Doncaster CTR (Class D) by a PA38 squawking 7000 at 2000ft. A/c subsequently landed without clearance. Traffic info given. Standard separation maintained.</i></p> <p><i>The CFI of the flying club concerned has been alerted and has taken appropriate remedial action.</i></p>					
Piper PA38 Tomahawk	LYCOMING O-235	Approach	Liverpool	21/12/2011	201116639
<p><i>PA38 lost communications with Liverpool during radar vectors for ILS approach. The a/c then entered the Manchester CTR (Class D) before contact re-established.</i></p> <p><i>Once comms were established the a/c was kept on the radar frequency until it had landed.</i></p>					
Rans S6	ROTAX	Take Off	Watnall	30/07/2011	201116021
<p><i>UK Reportable Accident: A/c lifted unexpectedly early on take-off and then dropped back onto runway. One POB, no injuries. Subject to AAIB AARF investigation.</i></p> <p><i>Nosewheel, propeller and possible bending of outer wing.</i></p>					
Raytheon 390 Premier 1	WILLIAMS FJ44-2	Take Off	Oxford	30/11/2011	201114859
<p><i>A/c diverted due to speed brake/lift dump failure warnings.</i></p> <p><i>QRH completed and decision made to divert. Engineer's investigation showed plug 90P65 not engaged.</i></p>					
Robin 100	LYCOMING IO-360	Cruise	Compton	11/01/2012	201200382
<p><i>Infringement of the LTMA (Class A) by a Robin 100 at 5000ft. A/c under Farnborough LARS and instructed to vacate CAS. Standard separation maintained.</i></p>					
Robin 1180	LYCOMING O-360	Cruise	Luton	02/01/2012	201200008
<p><i>Infringement of the Luton CTR (Class D) by a Robin 1180 squawking 5030 at 2000ft. A/c subsequently reached RW26 centreline, 4nm East of Luton Airport, before making a 180deg turn and exiting CAS.</i></p> <p><i>Following the incident, the pilot analysed the events of the a/c's departure and noted that, although the flight had been extensively planned, the pilot's intentions on departure had not accounted for the noise requirements, which had necessitated a right turn after departure instead of the intended left turn. The pilot noted that the noise sensitive maps available to pilots at Panshanger are not printed North up as might be expected and suggested that this may have led to an incorrect assimilation of the a/c's departure. The pilot reported that the a/c was equipped with a GPS unit that did not give audible warning of airspace restrictions ahead. The pilot has thoroughly debriefed the event and also completed an online infringement questionnaire designed to support and help other pilots in avoiding similar occurrences.</i></p>					
Robin 2100	LYCOMING O-235	Cruise	Southampton	15/01/2012	201200414
<p><i>Infringement of the Southampton CTR (Class D) by a Robin 2100 (believed). Standard separation maintained.</i></p> <p><i>A/c encountered stronger than expected winds when operating close to CAS. Pilot error acknowledged.</i></p>					
Robin 400	LYCOMING O-235	Climb	Bembridge	02/12/2011	201114935
<p><i>Birdstrike to wing causing damage. A/c returned.</i></p>					
Rutan Longeze	LYCOMING O-235	Other	Luton	03/09/2011	201110388
<p><i>Alleged low transit of Luton airfield by a Rutan Longeze, possibly due to problems with the a/c altimeter.</i></p> <p><i>A/c was coordinated with TWR to transit the Luton CTR North to South via the 26 threshold not above 2400ft. A/c was observed flying low over Luton and subsequently transited the 26 threshold at a height considered to be 300ft agl. The pilot was contacted and replied he was not below 500ft, but would check his altimeter upon landing.</i></p>					
Socata TB10	LYCOMING O-360	Landing	Shoreham	05/07/2011	201114669
<p><i>Control difficulties encountered during landing.</i></p> <p><i>Subsequent examination revealed incorrect adjustment of constant speed propeller and overfilling of oleo legs.</i></p>					

Socata TB10	Lycoming O-360	Cruise	Luton	24/09/2011	201111486
<p><i>Infringement of the Luton CTR (Class D) by a TB10 squawking 7000 with Mode C indicating 2100R. Standard separation maintained. It has subsequently been revealed that BNN had been input into the GPS instead of BPK. Pilot has apologised.</i></p>					
Stoip Starduster	LYCOMING IO-360	Cruise	Aberporth	09/12/2011	201115195
<p><i>Infringement of active Danger Area D201 (Aberporth) by a Starduster SA300 at 2000ft. Active trials aborted. Pilot instructed to clear area by quickest route.</i> Pilot was routeing from Blackpool to Haverfordwest via a fuel stop at Caernarfon. Enroute to Caernarfon, the pilot decided that he had enough fuel to route direct to Haverfordwest. The pilot had folded his chart for Caernarfon which meant that D201 was not visible. The pilot apologised when informed of his digression.</p>					
SZD-50-3	NOT APPLICABLE	Maintenance		18/12/2011	201119013
<p><i>Air brake operating control detached.</i> During inspection the front pilot position air brake operating inner rod bearing pulled out of the rod under gentle force. The result was the forward end of the air brake lever detached from its mounting and was free floating. The bearing was not secured with a retention washer. As an immediate action, a Service Bulletin is required to install 20mm diameter retention washers to prevent a loose bearing causing the control rod to detach from the mounting. This is required for both air brake and trimmer rods in the front cockpit. UK operators have been advised of the issue via publication on the BGA website.</p>					
Vans RV8	SUPERIOR XP-10-360	Landing	North Weald	14/01/2012	201200463
<p><i>UK Reportable Accident: The a/c ground looped at the end of the landing roll. Two POB, no injuries. Subject to AARF investigation.</i></p>					
Ventus	NOT APPLICABLE	Cruise	Benalla	01/01/2012	201200370
<p><i>UK Reportable Accident: Glider rapidly lost height, then collided with terrain. One POB, serious injuries.</i></p>					
YAK 52	IVCHE M-14P	Taxy	Manchester Barton A/F	18/01/2012	201200472
<p><i>UK Reportable Accident: During taxi to fuel pump, a/c struck a building. Minor damage. Two POB no injuries. Subject to AAIB AARF investigation.</i></p>					

SECTION 2 : ROTARY WING AIRCRAFT

Agusta A109	UNKNOWN	Cruise	Henlow	19/11/2011	201114401
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*Alleged infringement of RAF Henlow Glider Site by an unidentified Agusta 109 helicopter at approx 1000ft. Helicopter over flew the glider site circuit by 200ft.
Farnborough LARS were contacted but could not provide a trace for the helicopter.*

Agusta A109	UNKNOWN	Climb	Wigan	21/12/2011	201115654
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A109 climbing through 1500ft to 2400ft, repeatedly targeted by a flashing green laser, causing a distraction to the pilot. Police notified.

Bell 412	P&WC PT6T	Cruise	En Route	14/12/2011	201116346
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*Undemanded cyclic control input.
Whilst in the cruise at 120kts, an undemanded movement was felt in pitch through the cyclic and the airframe which, felt akin to the pilot inadvertently knocking the cyclic. However, this was not the case. The 'Force Trim' was deselected to eliminate a possible force gradient problem, but the undemanded movement reoccurred twice within the next minute. A PAN call was made and the a/c landed. Control of the a/c was not compromised but the problem continued with approx five further occurrences prior to touchdown.*

Bell 412	P&WC PT6T	Cruise	Akrotiri	03/01/2012	201200645
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*PAN declared - Engine chip caution illuminated.
Whilst coasting at low level the nr2 engine chip caution flickered on and off. A/c turned back and achieved safe single engine flight conditions, nr2 warning caution remained illuminated. A/c landed safely, engineering inspection required.*

Boikow 106	ALLISON 250	Cruise	En Route	17/12/2011	201115523
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*Nr1 engine magnetic chip caution illuminated.
Nr1 Engine shut down, single engine flight and landing made successfully. Engineering assistance sought.*

Boikow 105	ALLISON 250	Cruise	En Route	18/12/2011	201115524
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*Nr1 engine chip detector caution illuminated. PAN declared.
Nr1 engine shut down, single engine flight and landing made successfully. Full emergency declared. Engineering assistance sought. Both engine chip detectors were removed and found contaminated. Debris sent for analysis and a/c grounded pending notification of results.*

Boikow 105	ALLISON 250	Cruise	Sellafield	14/01/2012	201200549
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*Nr2 engine TOT close to Maximum Continuous figure.
Temperature had risen by 80-90deg. Flight continued with engine trimmed to prevent further rise in temperature. Engineers inspection revealed a burst compressor discharge tube. The manufacturer had previously sent service information requiring replacement of the Turbine Assembly, this had not been carried out. Removed parts sent to manufacturer for investigation.*

Boikow 117	ARRIEL	Cruise	Orpington	04/01/2012	201200285
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BK117 on operational duties at 1200ft, targeted by a green laser for approx 1min.

Boikow 117	ARRIEL	Cruise	Brent	06/01/2012	201200295
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BK117 on operational duties at 1000ft, persistently targeted by a green laser from a residential address.

Boikow 117	ARRIEL	Cruise	North London/Romford	15/01/2012	201200541
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BK117 on operational duties, targeted briefly three times in three locations, two in North London and one in Romford from 1740-1825hrs.

Boikow 117	UNKNOWN	Cruise	East Belfast	19/01/2012	201200705
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BK117 reported a brief green laser attack, originating from the East Belfast direction, during operational duties at 3000ft.

Bolkow 117	ARRIEL	Cruise	North London	20/01/2012	201200751
<i>BK117 on operational duties at 1200ft briefly targeted by green lasers from two separate locations in North London between 1650-1740hrs.</i>					
Bolkow 117	ARRIEL	Cruise	Hackney	21/01/2012	201200756
<i>BK117 in transit at 2400ft targeted by a sustained green laser illumination over Victoria Park. Perpetrator was cautioned by police.</i>					
Bolkow 117	ARRIEL	Cruise	En Route	30/01/2012	201201010
<i>Tail rotor gearbox chip light illuminated. FRC consulted and fuzz burn switch activated. Caption extinguished for a few seconds before re-appearing. Fuzz burn switch activated for a second time, the caption extinguished but again returned within a few seconds. A/c returned and shut down without further incident.</i>					
Eurocopter EC120	UNKNOWN	Climb	Redhill	26/01/2012	201200848
<i>Infringement of the Gatwick CTA (Class D) by an EC120 climbing to 2200ft. Standard separation maintained. A/c was observed wearing a Redhill squawk and subsequently identified by them.</i>					
Eurocopter EC155	ARRIEL	Flight	Den Helder	24/11/2011	201114879
<i>Weather forecast provided by local Met Office allegedly incorrect with TAF and METAR proving to be inaccurate.</i>					
Eurocopter EC155	ARRIEL	Flight	Oil Rig	25/11/2011	201114734
<i>Inaccurate TAF issued. Incorrect information given on TAF both at 05.15 and at 05.55. As a precaution, the a/c had sufficient fuel uplifted in case a diversion was required.</i>					
Eurocopter EC155	ARRIEL	Approach	Den Helder	28/11/2011	201116007
<i>EC155 at 1000ft on approach targeted by laser originating from the centre of Den Helder. Authorities informed.</i>					
Eurocopter EC155	ARRIEL	Maintenance	Aberdeen	16/01/2012	201200514
<i>MGB Suspension Bar received from manufacturer with incorrect life on Form One and logcard. When part fitted, the operator's system showed that the component had previously reached service life limit. Manufacturer contacted and item returned for scrapping.</i>					
Gazelle	ASTAZOU	Unknown	Blackbushe	07/10/2011	201112443
<i>Infringement of CAS-T (Class D) by a Gazelle. A Notam had been issued regarding the CAS-T.</i>					
Gazelle	ASTAZOU	Approach	Harnham	10/01/2012	201200252
<i>UK Reportable Accident: A/c, attempting to land, hit trees and crashed. Three POB, two with no injuries, one with minor injuries. Extensive a/c damage. Subject to AAIB AARF investigation.</i>					
Robinson R22	UNKNOWN	Circuit	Newcastle	15/12/2011	201115497
<i>R22 operating at 2000ft, 4nm South of airfield, targeted by a laser. Police sent to investigate.</i>					
Robinson R22	Lycoming O-320	Cruise	Witchford	06/01/2012	201200149
<i>UK Reportable Accident: The a/c nose dived and crashed into a field. Extensive damage. One POB, fatal injuries. Subject to AAIB Field investigation.</i>					

Robinson R22	LYCOMING O-360	Flight	Nr Vyrnwy	16/01/2012	201200506
UK Reportable Accident: A/c crashed into a hill. Damage extensive. Two POB no injuries. Subject to AAIB AARF investigation.					
Robinson R22	LYCOMING O-320	Cruise	Stansted	17/01/2012	201200596
Infringement of the Stansted CTA (Class D) by an R22 at 1700ft. Solo student on a cross country misread his direction indicator. The operator concerned has been alerted and has taken appropriate remedial action.					
Robinson R44	LYCOMING O-540	Unknown	Bracknell	29/10/2011	201113519
Infringement of the London CTR (Class A) by an R44 squawking 7000. No Mode S or Mode C. Heathrow departures were halted for approx 3mins. It has subsequently been revealed that hazy weather/sun glare conditions at the time prevented the pilot from having a clear view of the ground terrain and the GPS.					
Robinson R44	LYCOMING O-540	Maintenance	Maintenance	25/11/2011	201116882
Engine reported to be down on power during maintenance input. Camshaft found damaged and evidence of overspeed found. Pilot had reported that a/c felt down on power. Power check flight carried out, rate of climb found to be below Flight Manual specification. Engine removed and excessive wear found on cam lobes and other damage suggesting a severe overspeed had occurred. A previous overspeed had been reported, but no damage found at that time. It is likely that the engine was oversped subsequent to the reported overspeed and that the incident was not reported.					
Robinson R44	LYCOMING IO-540	Cruise	London-Gatwick	08/12/2011	201115145
Infringement of the Gatwick CTA (Class D) by an R44 squawking 7000 at a maximum observed altitude of 1800ft. No departures or arrivals were affected.					
Robinson R44	UNKNOWN	Circuit	Belfast	09/12/2011	201115130
Infringement of the Belfast CTR (Class D) by an R44 at 1200ft. Standard separation maintained.					
Robinson R44	LYCOMING IO-540	Flight	Biggin Hill	18/12/2011	201116481
Infringement of the Biggin Hill ATZ (Class G) by an R44. A/c passed through the climb out of R/W21 and overflew the Noise Sensitive Area of Biggin Hill. Traffic info given to an a/c on RH base R/W29.					
Robinson R44	LYCOMING AEIO-540	Taxi	Swansea	07/01/2012	201200192
R44 observed to hover taxied into refuelling zone and landed in close proximity to a recently refuelled a/c, contrary to aerodrome procedures.					
Robinson R44	LYCOMING IO-540	Not Applicable		18/01/2012	201200616
Main rotor blade corrosion/debonding found during routine scheduled maintenance. Additional action has been introduced at 50hr/6mth inspections to remove blade tip cap for integrity of paint finish or corrosion/debonding.					
SA350 Ecureuil	UNKNOWN	Landing	Shawbury	02/12/2011	201114942
Tail strike during zero speed landing. During the latter stages of a solo approach, which was to culminate in a zero speed landing, the groundspeed was judged to be too high and an attempt was made to wash off speed by flaring the a/c. The tail stinger struck the ground and the a/c rotated forward. A hover was established and an attempt to contact Operations by radio was made. No response was heard so the a/c was climbed above 50ft. Another attempt to contact Operations was made and the reply was to land immediately and await assistance.					

SA350 Ecureuil	ARRIEL	Hover	Middle Wallop	08/12/2011	201115222
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Blinding of tail rotor controls.

A restriction was felt in the yaw pedals, described as a slight binding in of the control which required a greater than normal amount of force to move. Pedals would stick, then move rapidly after the initial resistance had been overcome. After investigation, a restriction was found in the tail rotor ballflex cable. A fleet check of the cables will be conducted and a company imposed life limitation will be implemented if the results of the fleet check warrant it.

SA350 Ecureuil	ARRIEL	Hover	Middle Wallop	16/01/2012	201200487
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A/c carried out an uncommanded roll to the right.

Corrected using left cyclical and a/c landed with autopilot disconnected. On inspection, roll series actuator found to be unserviceable. Part replaced.

SA355 Ecureuil Twin	ALLISON 250	Other	Aberporth	26/10/2011	201113444
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Infringement of Aberporth Danger Area D202. A/c observed entering at low level at Cardigan. A/c later identified as an SA355 pipeline inspection helicopter.

West Wales AFISO reported visual with the SA355, both they and Aberporth ATC made several blind transmissions. SA355 disappeared from radar coverage Southeast of Carmarthen. Aberporth made several calls to agencies and identified the infringer. Aberporth requested pilot to contact them. The Pilot reported that he carried out a Narrow Route Brief using his company iphone to access the NATS/AIS website over a wi-fi connection prior to the flight. The Pilot noted the activity in D202 on the previous day and on the following day, but the absence of activity on the day of the occurrence. Although active on the day of the occurrence, D202 did not appear as active on the Narrow Route Brief.

SA355 Ecureuil Twin	ALLISON 250	Cruise	Northolt	29/11/2011	201114802
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Nr1 engine chip light illuminated during cruise.

Chip detectors removed and inspected. Evidence identified the exceedance of the manufacturer's recommendations. Engine removed for assessment, suspected gearbox problem. Engine strip report awaited.

SA355 Ecureuil Twin	ALLISON 250	Taxi	Wolverhampton	13/12/2011	201115525
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Loose rotor brake nut.

On start up a smell of friction was noted and subsequently when the rotor sped up an unusual vibration was felt. On inspection a large gap was noted between the disc friction material. When the tail rotor drive shaft was felt, radial play was noted and the shaft/disk assembly could be moved axially. The rotor brake disk assembly was found to have axial movement and radial play. Before removing the 'starloc' lock washer, the nut was found to have only slight resistance when being removing. The output shaft was measured and found to have worn in the area that the starloc washer is fitted. MET page 63.00.00.40401.00 calls for grease G355 to be applied, reporter suggests that a loctite compound may be a better solution.

SA365 Dauphin	ARRIEL	Flight	En Route	07/10/2011	201112712
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PAN declared for single engine landing.

Training Captain initiated a single engine failure in the cruise. Nr1 engine was placed in training idle. Simultaneously the red GOV2 caption illuminated. Nr2 engine found to be frozen. Training idle switch disengaged but nr1 engine did not respond. Training Captain briefed PF to return with a manually controlled single engine approach. Power output was controlled by the Captain on the nr2 engine via the fuel with the PF handling the primary flight controls. During the transit, nr1 engine recovered to flight idle fully governed. A/c landed safely with the Captain manipulating the nr2 engine as per ECL. Prior to flight Captain stated that full function test of the training switch had been performed. Pump and metering unit to be replaced.

SA365 Dauphin	ARRIEL	Cruise	Plymouth	14/11/2011	201114199
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Engine fire warning during cruise.

Nr1 engine fire warning illuminated with audio warning. Warning extinguished almost immediately. Safe single flight regime achieved. PAN declared. Both engines running. Single engine approach profile to running landing conducted. Fire detector cleaned and inspected with no faults found.

SA365 Dauphin	ARRIEL	Cruise	Plymouth	21/11/2011	201114431
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Nr1 engine fire warning during cruise.

Nr1 engine fire warning illuminated with audio warning. Frequency of the warning increased but there was no indication of fire. Engine FFCL retarded to ground idle. Warnings cleared. Immediately prior to landing FFCL re-advanced to flight idle. Fire warning did not appear again. A/c landed and shut down. Fault traced to fire detector. Detector replaced.

SA365 Dauphin	UNKNOWN	Cruise	En Route	08/12/2011	201115065
<p><i>Uncommanded ELT activation.</i> Shortly after take-off, the CPT900 ADELT began transmitting. 121.5MHz transmissions were received on the VHF radio and the 'deployed/transmit' light was seen to be flashing. Eight attempts were made to reset the unit using the cockpit controls. It did eventually reset with no further occurrences. Subsequent investigations found moisture ingress in the ADELT unit/airframe electrical plug. Plug cleaned and refitted with satisfactory results.</p>					
SA365 Dauphin	UNKNOWN	Cruise	En Route	07/12/2011	201115066
<p><i>Uncommanded ELT activation.</i> Three minutes after take-off, the ELT was heard transmitting on the VHF radio. control unit used to reset system but after 30secs it began transmitting again. Two attempts were required to reset it. A/c returned. ADELT carrier assembly removed and moisture evident on connector which was subsequently dried and refitted. Access panel sealed against further moisture ingress.</p>					
SA365 Dauphin	ARRIEL	Taxi	Plockton	18/01/2012	201200579
<p><i>Smoke and fumes in the cabin.</i> From a slight smell of burning to the cabin filling up with acrid smoke the electrical system was shut off and the a/c shut down and evacuated on the runway. Engineers traced the source to the RH windscreen wiper motor which had burnt out.</p>					
Sikorsky S76	UNKNOWN	Descent	Leeds Bradford	18/11/2011	201114319
<p><i>Inbound helicopter at 2000ft unfamiliar with Leeds Radar frequency and the revised helicopter aiming points as laid down in the UK AIP.</i></p>					
Sikorsky S76	ARRIEL	Cruise	Hertfordshire	09/12/2011	201115230
<p><i>S76 operating at 1500ft targeted by a green laser. Police notified.</i></p>					
Sikorsky S76	UNKNOWN	Cruise	Nottingham East Midlands	10/12/2011	201115238
<p><i>SK76 operating at 1600ft targeted by a green laser, on left base for RW27 3nm SE of airfield. Authorities notified.</i></p>					
Sikorsky S76	ARRIEL	Parked	Oil Rig	23/12/2011	201115716
<p><i>During pre take-off checks the flotation system was armed. As the 'ARM' switch was depressed the flotation system deployed. Floats removed and a/c recovered. Investigation carried out and it was found that on start up, following replacement overnight of the AFDS controller, AFDS warning caption illuminated. Engineering consulted and decision to continue flight. EOP was not consulted as crew pre-occupied with another indication in the autopilot system and therefore AFDS was not switched to 'isolate'. Arming the flotation system was missed on approach to the offshore location. With the AFDS warning light still illuminated the flotation gear was armed prior to take-off and the floats deployed. Flight crew de-briefed.</i></p>					
Sikorsky S76	ARRIEL	Cruise	Norwich	29/12/2011	201115846
<p><i>A/c encountered an overspeed due to severe turbulence.</i> The airspeed increased as the a/c entered the area of turbulence and a/c limitations were exceeded. The controls were overridden and collective reduced in order to return to VMC. A/c returned to base for maintenance inspection.</p>					
Sikorsky S76	ARRIEL	Parked	Norwich	05/01/2012	201200162
<p><i>Conflicting information on recovery prospects.</i> The company has issued conflicting documents in relation to rescue/recovery at sea in certain weather conditions. The reporter requests clarity.</p>					
Sikorsky S76	UNKNOWN	Cruise	Grimsby	18/01/2012	201200654
<p><i>SK76 en-route at 2000ft targeted by a green laser which illuminated the cockpit. Location of laser Grimsby. ATC and police notified.</i></p>					

SECTION 3 : OTHER

Balloon	NOT APPLICABLE	Landing	Sandown Park	19/04/2011	201116001
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Passenger and Pilot sustained injury during landing.

Basket was not entirely square on landing and one of the passengers hit her wrist and fell heavily onto the Pilot who then hit her head on the tank.

Balloon	UNKNOWN	Unknown	Dunsfold	21/10/2011	201113290
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Infringement of the London TMA (Class A) by a Hot Air Balloon at 4000ft, Southwest of Dunsfold. All SAM and BOGNA departures were halted immediately. D&D and police informed.

The balloon was subsequently visual from the VCR at Gatwick and appeared to be almost exactly on the extended centre line of R/W26L. Departures were resumed once the balloon was observed disappearing. At no time did the balloon appear on the ATM.

***** End Of Report *****

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
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
LH	Left-hand
MGB	Main gearbox
MLG	Main Landing Gear
MPD	Maintenance planning document or Mandatory Permit Directive
MOR	Mandatory Occurrence Report
NLG	Nose landing gear
NOTAC	Notice to Aircrew
Nr1	Number 1
PCB	Printed Circuit Board
POB	Persons on board
RH	Right-hand
RT	Radio Telephony
R/W	Runway
SOP	Standard Operating Procedure
VCR	Visual Control Room (Tower)

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Feb 2012 and 29 Feb 2012

SECTION 1 : FIXED WING AIRCRAFT

BE200 Super King Air P&WC PT6A Take Off Cranwell 31/01/2012 201201148

Flap selection failure.

When flaps selected 'Up' they remained at 'Approach'. Lever reselected and a/c returned. Engineering cleaned microswitches and electrical connections. Microswitches lubricated and flap system observed to operate correctly.

BE200 Super King Air UNKNOWN Descent Glasgow 19/02/2012 201201754

BE200 on 4.8nm final to R/W23, reported a green laser from the Bearsden area. Police notified.

BE90 King Air P&WC PT6A Climb Brookmans Park 18/02/2012 201201625

BE90 given climb to 4000ft and acknowledged correctly. A/c then observed to climb to 4800ft and instructed to descend to 4000ft. Avoiding action given. Standard separation maintained. Alleged Autopilot problems.

BN2 Islander LYCOMING O-540 Landing Stronsay 18/02/2012 201201732

Runway light damaged during crosswind landing.

Correct crosswind landing technique adopted and a/c touched down at the target point. Pilot aware there was a significant crosswind effect. The main wheels were skidding slightly on the wet grass and as a/c approached the crossing hard runway, brakes released to avoid overstressing the main gear. This caused the a/c to veer slightly to the left as it crossed the hard runway. The brakes were slowing the a/c but the rudder had lost its effectiveness in the crosswind which seemed to be gusting more severely than anticipated. Nose wheel appeared to be skidding on the wet grass, and thus reduced the authority. In order to avoid over-correction and possibly cause an uncontrollable skid, pilot allowed the a/c to continue on its path, however, pilot had mis-judged the distance from one of the runway edge lights and the main gear damaged the light.

BN2 Islander LYCOMING O-540 Taxi Sanday 21/02/2012 201202039

BN2 Islander taxied off the apron and onto R/W21, a blue laser was shone at the a/c from a nearby house. Police notified.

Cessna 150 CONTINENTAL O-200 Landing Earls Colne 04/02/2012 201201170

Birdstrike on landing causing a dent to leading edge of LH wing. Extent of damage to be confirmed. Bird debris (pheasant) found on runway.

Cessna 152 LYCOMING O-235 Parked Manchester Barton A/F 15/01/2012 201201387

Propeller found to be stiff to turn by hand and associated squeaking noise.

Advice was initially sought from a maintenance company who could not find any problems, and suggested that the a/c be flown to another location for further investigation. Independent advice was sought, and the symptoms appeared to be crankcase fretting. Following strip down of the engine, crankcase main bearing support structure faces badly fretted.

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

Cessna 152	Lycoming O-235	Flight	Shoreham	22/01/2012	201201162
<p><i>Trim control wheel seized up during flight.</i> A/c had just performed a glide demonstration and the pilot was returning the a/c to normal level powered flight when the trim wheel came loose and jammed with the nose up. The decision was made to fly a flapless landing and a priority landing was requested. On arrival, an inspection revealed that a broken nylon bush had caused the control wheel to come off the spindle.</p>					
Cessna 152	LYCOMING O-235	Climb	Birmingham	28/01/2012	201200926
<p><i>Infringement of the Birmingham CTA-1 (Class D) by a C152 squawking 7000 at 2400ft. Standard separation maintained.</i> Check North restriction was already in force and this was retained whilst the intruder was inside the CTA-1. Blind calls were made with no response. East Midlands were contacted and later confirmed that the a/c had been speaking with them and had intended to route via Draycott Water on a Basic Service. By this time the pilot had called on frequency requesting a Basic Service. A/c was then transferred back to East Midlands. Subsequent conversations with the pilot indicated that he had been unsure of his position.</p>					
Cessna 152	LYCOMING O-235	Approach	Coventry	30/01/2012	201201054
<p><i>C152 approaching left base for R/W23, reported a green laser at 1300ft. Police notified.</i></p>					
Cessna 152	UNKNOWN	Take Off	Nottingham East Midlands	03/02/2012	201201165
<p><i>Runway incursion. Pilot departed without clearance.</i> Student pilot instructed to hold but when issued a clearance for line up, he was seen already airborne.</p>					
Cessna 152	UNKNOWN	Landing	Nottingham East Midlands	04/02/2012	201201176
<p><i>A/c landed and veered off the runway onto the grass.</i> Student pilot cleared for a touch and go which was unsuccessful. Emergency services attended but no damage to a/c or POB.</p>					
Cessna 152	LYCOMING O-235	Flight	Eshott	08/02/2012	201201423
<p><i>MAYDAY declared due to rough running engine. A/c made an emergency landing on a private site.</i> Emergency services alerted and ATC contacted the site.</p>					
Cessna 152	Lycoming O-235	Cruise	London-Gatwick	14/02/2012	201201572
<p><i>Infringement of the Gatwick GTR (Class D) by a C152. Inbound A319 broken off approach and given avoiding action and traffic info.</i> The C152 departed from Redhill on a training detail to the East. On rejoin the C152 was instructed to join downwind for R/W36 routeing via the Godstone Railway Station VRP. The Flying Instructor reported that this was his first instructional lesson from Redhill and his SA was diminished as he joined downwind. The pilot indicated that he was advising the student how to join downwind but didn't realise that the pattern for R/W36 was tricky and required a fairly tight downwind join. The pilot acknowledged that this was a navigational error on his part due to unfamiliarity with the airfield and the required joining procedures for R/W36. The pilot has since received further training at the airfield and has been asked to complete an online infringement questionnaire.</p>					
Cessna 172	LYCOMING O-320	Unknown	Kilmarnock	01/02/2012	201201192
<p><i>Infringement of the Glasgow CTR (Class D) by a C172. Standard separation maintained.</i> Pilot subsequently issued with a clearance within the Glasgow Control Zone.</p>					
Cessna 172	LYCOMING O-320	Circuit	Blackpool	03/02/2012	201201337
<p><i>C172 vectored for training ILS approach for R/W28 at 2200ft, reported a laser, flashed twice at the a/c. Police notified.</i></p>					
Cessna 172	LYCOMING O-320	Cruise	En Route	14/02/2012	201201584
<p><i>Level bust.</i> Approval granted for altitude 4000ft. A/c was subsequently observed climbing to 4400ft which was queried with the pilot. Pilot apologised and descended back to 4000ft.</p>					

Cessna 182 Skylane	CONTINENTAL O-470	Take Off	Newquay St Mawgan	03/02/2012	201201248
<p><i>After take-off, a/c failed to gain height. A/c force landed in a field two miles away. Inspection found a disconnected throttle arm. The arm's locking mechanism was intact and the arm was pushed back onto its spline. The splines were in good condition and no reason for the arm slipping off could be found. On return, an inspection of the landing gear was carried out and no damage found.</i></p>					
Cessna 310	CONTINENTAL IO-620	Taxi	Nottingham East Midlands	15/02/2012	201201668
<p><i>Shortly after being cleared to taxi, C310 stopped abruptly and was leaning slightly to the right. RH wheel had left the apron and become lodged in the grass verge. Before taxiing the windshield had misted up. It is also noted that the reporter had signs of a cold which may have impaired his visual and spatial awareness.</i></p>					
Cessna 402 Businessliner	Continental Tsio-520	Circuit	Nottingham East Midlands	24/02/2012	201201958
<p><i>C402 in circuit targeted by a green laser at 3300ft, causing a mild distraction to the pilot. Police notified.</i></p>					
Cessna 404 Titan	CONTINENTAL GTSIO620	Cruise	Nottingham East Midlands	16/02/2012	201201852
<p><i>Landing gear failed to retract. 'Hyd Press Light' illuminated on selection of gear retraction and gear remained locked down. Three green gear lights illuminated with no unsafe indications. ECL actioned. Gear selected down and 'Hyd Press' light extinguished. Low pass carried out for gear inspection and landing gear observed to be down. Normal landing carried out.</i></p>					
Cessna C500 Citation	P&WC JT-15D	Landing	Bristol Filton	02/02/2012	201201271
<p><i>Hydraulic leak from brake pack. Following a normal landing the pilot reported poor or no braking. A/c brought to a halt using emergency braking system. Inspection revealed hydraulic leak, a/c grounded pending repair.</i></p>					
Cessna C510 Citation Mustang	P&WC PW615F	Cruise	Clermont Ferrand	08/02/2012	201201470
<p><i>Engine shutdown in flight whilst a/c under a 'Permit to Fly' due damage on the LH wing and LH fuselage. RH engine oil pressure indicator increased during flight. Crew initially decreased the indication with reduced thrust settings but the problem returned. A/c diverted with the RH engine shutdown. A/c landed safely. Initial report shows the engine made metal on the chip detector and in the filter. Manufacturer advised.</i></p>					
Cirrus SR22	CONTINENTAL IO-650	Take Off	Coventry	31/01/2012	201201087
<p><i>A/c returned after departure due to vibrations. Full emergency initiated and a/c landed safely.</i></p>					
Cirrus SR22	CONTINENTAL IO-650	Flight	Belfast City	12/02/2012	201201467
<p><i>Altitude deviation (level bust). Pilot called with a cleared level of FL170 which conflicted with the coordinated level. ATC contacted Jersey radar who checked the RT tapes and confirmed that FL160 had been the cleared level and readback. Pilot informed.</i></p>					
Cirrus SR22	CONTINENTAL IO-650	Circuit	Leeds Bradford	19/02/2012	201201722
<p><i>SR22 in circuit at 1000ft, reported a green laser shone at the a/c from a hill adjacent to the aerodrome.</i></p>					
Corban	CONTINENTAL A75	Initial Climb	Private Strip	25/02/2012	201202054
<p><i>UK Reportable Accident: Engine cut out and a/c landed in field alongside airstrip. One POB no injuries. Damage to landing gear crossmember. Subject to AAIB AARF investigation.</i></p>					

DHC6 Twin Otter	P&WC PT6A	Initial Climb	Campbeltown	06/02/2012	201201281
<p><i>In initial climb RH Blue Warning Beta light illuminated, engine power reduced due to increase in torque. Circuit breaker pulled. A/c returned for engineering assistance.</i></p> <p><i>Debris found at the proximity switch. Switch cleaned and light extinguished.</i></p>					
Diamond DA42 Twin Star UNKNOWN		Climb	En Route	24/02/2012	201201935
<p><i>DA42 cleared to FL80 seen to be passing FL84. When asked to confirm cleared level pilot realised mistake, a/c climbed to FL86 then descended to cleared level FL80.</i></p>					
Extra 300	LYCOMING AEIO-540	Unknown	Goodwood	29/01/2012	201200941
<p><i>Infringement of a CAS-T (Class A) by an Extra 300 squawking 7000 at 3600ft. Standard separation maintained.</i></p> <p><i>Several attempts were made to contact the intruder, without success. A few minutes after the a/c had left CAS-T, LARS North advised the identity had been established by the pilot reporting with Shoreham with his position and level. The pilot having read the relevant NOTAM misinterpreted the information. He had apologised for the incident.</i></p>					
Fournier RF6	CONTINENTAL O-200	Cruise	Cardiff	27/01/2012	201200925
<p><i>Infringement of the Cardiff CTR (Class D) by a RF6 at 2200ft. Standard separation maintained. Student pilot, under instruction, on a cross country flight. A/c not transponder equipped.</i></p> <p><i>The instructor accepts that errors were made and that the appropriate lessons have been learnt.</i></p>					
Glider	NOT APPLICABLE	Cruise	Ashford	18/02/2012	201201796
<p><i>UK Reportable Accident: Once airborne, the a/c had a loss of control. The pilot vacated the a/c and deployed his parachute. The pilot landed in trees. Subject to BGA investigation.</i></p>					
Glider	NOT APPLICABLE	Flight	Port Moak	24/02/2012	201202033
<p><i>UK Reportable Accident: A/c soaring possibly caught out by wind and impacted hillside. A/c extensively damaged. One POB no injuries. Subject to BGA investigation.</i></p>					
Grob G115	LYCOMING AEIO-360	Taxi	Wyton	24/02/2012	201201927
<p><i>Grob 115 was observed taxiing and then crossing the runway without clearance. Several attempts were made to establish contact, but no response received.</i></p>					
Grumman AA5	Lycoming O-360	Cruise	Leeds Bradford	03/02/2012	201201206
<p><i>Infringement of the Leeds/Bradford CTR (Class D) by a Grumman AA5 at 2000ft squawking 7000. Pilot informed of his position. Standard separation maintained.</i></p>					
Jabiru	JABIRU 2200	Landing	Eshott	17/02/2012	201201804
<p><i>UK Reportable Accident: Strong gust of wind caught the a/c on approach. A/c dropped suddenly and bounced heavily. Two POB, no injuries. Propeller and NLG damaged. Subject to AAIB AARF investigation.</i></p>					
Jodel DR1050	CONTINENTAL O-200	Taxi	Manchester Barton A/F	25/02/2012	201202040
<p><i>Runway incursion by a Jodel DR1050 that was instructed to taxi to A3 which was read back correctly. However the a/c was observed passing the A3 hold.</i></p>					
Mooney 20	LYCOMING IO-360	Climb	Isle Of Wight	28/01/2012	201200830
<p><i>Infringement of the Solent CTA (Class D) by a Mooney 20 squawking 0433 with Mode C indicating 4800ft. Standard separation maintained. Although not working the traffic Boumemouth identified the a/c using Mode S.</i></p>					

MS Rallye	CONTINENTAL O-200	Take Off	Leicester	08/02/2012	201201381
Engine failed just after take-off. A/c returned to departure airport. Landed safely. A/c had arrived a few days before reporting magneto problems.					
Pioneer 300	ROTAX	Parked	Gloucester-Staverton	25/11/2011	201116032
UK Reportable Accident: Pilot going through pre-flight checklist, turned the key and the engine started on full power. A/c moved forward, across the taxiway and into a container. AARF investigation.					
Piper PA28	LYCOMING O-320	Maintenance	Maintenance	01/11/2011	201116023
Alleged inadequate maintenance. During Annual inspection, numerous inadequate maintenance issues were identified.					
Piper PA28	LYCOMING O-320	Take Off	Waddington	26/01/2012	201201033
A/c on training detail took-off with pitot head cover fitted. During initial flight, the cover fell to the ground and a runway inspection failed to find it. Instructor had carried out a cursory check of exterior, fuel and oil before starting engine. During take-off run instructor had noticed lack of airspeed but decided to continue with take-off due to the risk of contact with the overrun arrestor if the take-off was rejected.					
Piper PA28	LYCOMING O-360	Cruise	Birmingham	28/01/2012	201200922
Infringement of Birmingham CTA (Class D) by a PA28 at 2200ft. Traffic info given. Standard separation maintained. Three outbound a/c were delayed on ground and one inbound was given delaying action. Coventry and East Midlands Radar and Birmingham Tower made blind calls without response. Police helicopter was on tower frequency and successfully identified the PA28, further blind calls were made using the a/c's callsign without response. PA28 subsequently made contact and was transferred to 131.0. Pilot apologised and reported he was looking for a BS. The pilots report indicates that a navigational error occurred but the appropriate lessons appear to have been learnt.					
Piper PA28	LYCOMING IO-360	Descent	Brize Norton	01/02/2012	201201186
Infringement of Brize Norton CTR (Class D) by a PA28R squawking 7000 with Mode C indicating 1300ft. Standard separation maintained. The a/c was carrying out an NDB approach to R/W10 at Oxford.					
Piper PA28	Lycoming O-320	Parked	Newcastle	04/02/2012	201201259
UK Reportable Accident: Engine caught fire on start up. Fire extinguished by fire service. Four POB, no injuries. Engine cowling damaged. Subject to AAIB AARF investigation.					
Piper PA28	UNKNOWN	Cruise	TIGER	10/02/2012	201201455
Infringement of the LTMA (Class A) by a PA28 at 4500-4700ft. CAIT activated. Standard separation maintained.					
Piper PA28	LYCOMING O-360	Landing	Espinho	12/02/2012	201201860
The a/c overshot the runway on landing and struck a barrier. Three POB, no injuries. Subject to GPIAA investigation. This occurrence is subject to investigation by GPIAA Portugal. Safety Data will monitor for the publication of the GPIAA report.					
Piper PA28	LYCOMING O-320	Circuit	Inverness	12/02/2012	201201523
PA28 manoeuvring over the city of Inverness at 2500ft, reported a green flashing laser shining into the cockpit. The a/c was required to make a continuous turn to avoid laser. Police notified.					

Piper PA28	LYCOMING O-360	Climb	Bristol Filton	15/02/2012	201201620
<p><i>Shortly after take-off a/c suffered a radio failure. A/c could hear ATC but only carrier wave heard by ATC. A/c returned. After take-off, Tower gave a/c instructions to change frequency but received only carrier wave in reply. A/c could hear ATC but ATC could not hear a/c. A/c instructed to remain outside controlled airspace in vicinity, unable to confirm exact position as Mode C had not been verified. A/c began to orbit South West of airfield and was instructed to squawk ident if he wished to return. A/c complied with instruction and was given joining instructions and proceeded to make safe landing.</i></p>					
Piper PA28	LYCOMING O-320	Cruise	Nottingham East Midlands	15/02/2012	201201694
<p><i>Infringement of the East Midlands CTA (Class D) by a PA28 at 2700ft. Blind calls made without response. Traffic info given. Standard separation maintained. Pilot eventually contacted Radar and was advised he had entered CAS and was instructed to vacate.</i></p>					
Piper PA28	UNKNOWN	Circuit	Dundee	16/02/2012	201201659
<p><i>PA28 on a training sortie over the town of Glenrothes at 3500ft, reported a green laser aimed at the a/c, from near the town centre. Police notified.</i></p>					
Piper PA28	LYCOMING O-360	Unknown	Everleigh	18/02/2012	201201765
<p><i>Infringement of active Danger Area EG D128 by a PA28 squawking 5055 at 1900ft.</i></p>					
Piper PA28	LYCOMING O-360	Approach	Shoreham	18/02/2012	201201832
<p><i>Confusion over PAPI lights. PA28 broke off its approach and visual circuit made to land. Four white lights had been arranged as per PAPI lights in a nearby sports field.</i></p>					
Piper PA28	LYCOMING O-360	Cruise	Nottingham East Midlands	19/02/2012	201201712
<p><i>Infringement of the East Midlands CTA (Class D) by a PA28 at 3300ft. Inbound traffic vectored clear and given traffic info. Standard separation maintained.</i></p>					
Piper PA28	LYCOMING O-320	Taxi	Gloucester- Staverton	19/02/2012	201201706
<p><i>PA28 was given taxi clearance limit of A2. A/c was subsequently observed to be stationary, doing power checks facing West, North of the holding point. PA28 was asked to move back, but did not reply due to the power checks.</i></p>					
Piper PA30 Twin Comanche	LYCOMING IO-320	Landing	Maypole	14/08/2011	201116028
<p><i>UK Reportable Accident: A/c damaged during landing in the touchdown area. Four POB, no injuries. LH wing main and rear spars bent. Skin ripped. Subject to AAIB AARF investigation.</i></p>					
Piper PA34 Seneca	LYCOMING IO-360	Take Off	Stapleford	01/02/2012	201201160
<p><i>Rudder control failed. On climb out a simulated RH engine failure was initiated, on application of the LH rudder a loud bang was heard and the rudder pedal moved to the floor.</i></p>					
Piper PA34 Seneca	CONTINENTAL TSIO-3	Taxi	Dundee	01/02/2012	201201122
<p><i>RH propeller struck taxiway light whilst taxiing at night. A/c taxiing to refuelling point at night, during manoeuvre a/c came into contact with a taxiway light fitting. Propeller tip damaged beyond repair with possible damage to engine. Parts of light fitting also damaged beyond repair.</i></p>					

Piper PA34 Seneca	CONTINENTAL TSIO-360	Approach	Birmingham	15/02/2012	201201585
UK Serious Incident: During approach, crew declared fire on board due to smoke in the cockpit. Three POB, no injuries. Electrical burning damage to a/c. Subject to AAIB AARF investigation.					
Piper PA34 Seneca	CONTINENTAL TSIO-360	Climb	Gloucester-Staverton	24/02/2012	201201947
Infringement and altitude deviation (level bust). A/c given climb of FL070 outside of CAS but continued to FL080 and entered CAS without clearance.					
Piper PA38 Tomahawk	LYCOMING O-235	Landing	Nottingham	12/02/2012	201201463
Birdstrike with damage to a/c. Up to 100 rooks were seen, but just one struck the a/c causing damage to the wing.					
Piper PA38 Tomahawk	LYCOMING O-235	Flight	Swansea	26/02/2012	201202053
UK Reportable Accident: Partial engine failure. MAYDAY declared, a/c landed in field and went through hedge. Two POB no injuries. Fuselage and rudder damaged. Subject to AAIB AARF investigation.					
Piper PA42	P&WC PT6A	Take Off	Marham	02/02/2012	201201119
Engine oil temp warning after take-off. Emergency declared and ECL carried out. Normal approach and landing carried out. RH engine oil temperature gauge was observed to be above 100deg.					
Rans S6	JABIRU 2200	Take Off	North Weald	02/02/2012	201201126
Runway incursion by a Rans S6 entering R/W02 and subsequently departing without clearance. Traffic info and avoiding action given. A/c had taxied to the holding point for R/W02 behind a Skyraider, without initial radio contact. Repeated attempts to establish contact were made without success. A/c was then observed parked 90deg across centreline of active runway carrying out power checks before departing without clearance. 10 mins later a/c called to apologise for radio problems and confirmed his detail. North Weald airfield published rules state that non-radio a/c are not permitted.					
Rans S6	ROTAX	Climb	Eshott	05/02/2012	201201304
UK Reportable Accident: Engine stopped at 150ft during climb. A/c returned. Unable to reach chosen runway and landed heavily on alternative grass runway. Two POB, no injuries. AAIB AARF investigation. Nose gear, cockpit floor and RH main landing gear damaged.					
Robin 2100	LYCOMING O-235	Landing	Gloucester-Staverton	03/02/2012	201201158
UK Reportable Accident: A/c landed heavily and porpoised. Two POB no injuries. Nose leg damaged. Subject to AAIB AARF investigation.					
Robin 400	LYCOMING O-380	Cruise	Winchester	15/02/2012	201201593
Infringement of the Southampton CTR (Class D) by a DR400 at 1600ft squawking 7000. Traffic info passed to an a/c transiting the CTR. Pilot notified of the infringement. Standard separation maintained.					
Rockwell 114	UNKNOWN	Approach	Jersey	24/01/2012	201200991
Diversion initiated due to RH MLG unsafe indication. Diversion location initiated a full emergency. A/c landed safely.					

Rutan Longeze	LYCOMING O-320	Take Off	Manston	07/02/2012	201201425
<p><i>Departure from a closed portion of the runway.</i> Following an initial taxi error, the a/c entered the runway and, following ATC clearance, took off beyond marker boards and passed an operations vehicle on the sterile area of the runway. During subsequent discussion between ATC and the pilot, a suggestion made was to utilise marker boards of different colours to replicate the colours of stop end/threshold lighting rather than being painted in a generic black and white as this had caused much confusion.</p>					
Socata TB20	LYCOMING IO-540	Cruise	Garnston	29/01/2012	201200985
<p>MAYDAY declared due to high cylinder temperature and rough running engine. Diversion initiated. A/c landed safely.</p>					
Socata TB9	LYCOMING O-320	Flight	Stansted	16/02/2012	201201656
<p><i>Infringement of the Stansted TMZ 1 (Class G) by a Socata TB9 squawking 7000. No Mode C. Inbound B737 delayed. Traffic info given. A/c identified on landing at destination.</i> Radar reply indicates Mode A was intermittent. The pilot has been advised via Duxford that the a/c may have a transponder problem and to have it checked. The Airfield manager has fully de-briefed the pilot. It is believed Wethersfield may have been mis-identified for Ridgewell.</p>					
SZD-50-3	NOT APPLICABLE	Landing	Wolds	11/02/2012	201201668
<p><i>A/c landed on a snow covered runway. Before the next flight a control restriction was felt. It appeared that the nosewheel had settled into a depression on the runway surface. BGA investigation.</i> The wheel had hit the front edge of the depression and was forced upwards. Front plywood cross member supporting the front wheel axle cracked in half.</p>					
SZD-50-3	NOT APPLICABLE	Maintenance	Newark	17/02/2012	201201689
<p><i>Rudder cable retaining nut on the top of the left rear rudder assembly found to be insecure.</i> It is possible for the rear cockpit occupant to inadvertently apply outward force to the rudder cable with their feet, which results in a rotational force being applied to the castle nut as rudder is being applied. If the nut is not torqued correctly, which is difficult to do due to need to align split pin hole, the nut may rotate and apply a shear load to the split pin and over time it is possible that the split pin may fail due to repeated shear loads cutting through the split pin legs. Also the cable running rearwards towards the tail boom and rudder is fitted inboard of the spreader plate carrying the two cables forwards to the front cockpit area it adds a degree of 'fail safe' to the integrity of the rudder system should the cable ever be forced off the terminating thimble by excessive outwards force by the rear cockpit occupant's feet. If the cables are installed in this manner, should the rear rudder cable ever become disconnected from the thimble as described, it would be retained by the spreader plate and avoid possible loss of rudder control.</p>					
Vans RV7	LYCOMING IO-360	Cruise	Luton	28/01/2012	201200931
<p><i>Infringement of the Luton (CTR) Class D by a Vans RV7 squawking 7000. Departures stopped. Pilot subsequently stated he was distracted dealing with an equipment problem.</i> ATC have contacted the pilot concerned as result of this incident and occurrence 201200946 (same day). Pilot error acknowledged.</p>					

SECTION 2 : ROTARY WING AIRCRAFT

Agusta A109	OTHER	Landing	Private Strip	27/01/2012	201201107
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Incorrect landing positioning caused damage to hydraulic pipe & union.

As a/c landed on a circular paved landing pad, the a/c lurched down towards the rear left. Assuming that the undercarriage had collapsed the a/c was lifted back up to the hover. Warning 'MAIN UTIL PRESS' caption illuminated. A/c landed and checks revealed that the hydraulic pipe and union had been damaged when the a/c had slipped backwards off the pad.

Bell 206 Jet Ranger	ALLISON 250	Cruise	Perth	20/02/2012	201201848
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UK Serious Incident: "Bang" heard during flight with left yaw and engine spooling down. 'Engine Out' warning. MAYDAY declared. Entered autorotation. Landed safely. Subject to AAIB Field Investigation. Initial inspection revealed massive compressor failure.

Bell 412	UNKNOWN	Maintenance	Shawbury	16/01/2012	201201355
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Main drive shaft assembly from overhaul facility found to have incorrect length drive shaft bolts that secure the shaft to drive. Investigations revealed that the shop supervisor performed the final inspection and noticed a possible discrepancy regarding bolt thread engagement. Bolts and washer stack up part numbers were confirmed as correct as per the appropriate manuals. Shop supervisor then inspected the installation of each bolt and determined, in his opinion, that the thread engagement met the minimum requirement. The root cause is determined to be the misinterpretation of minimum thread engagement by both technician and shop supervisor. A new process has been implemented subsequent to this incident, a manager will perform final inspection prior to returning the component to stores.

Boikow 117	ARRIEL	Hover	Tooting	28/01/2012	201200932
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Tail rotor gearbox chip light illuminated during hover.

Fuzz burner activated twice to clear chip. Chip warning returned after 10secs on each occasion. PAN declared and a/c diverted for uneventful landing and shutdown. Engineering assistance sought.

Boikow 117	ARRIEL	Cruise	Croydon	11/02/2012	201201474
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BK117 on operational duties at 2000ft, persistently targeted by a green laser. Perpetrator arrested.

Boikow 117	UNKNOWN	Cruise	Londonderry	12/02/2012	201201511
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BK117 operating at 3000ft, reported a laser shone from the Londonderry direction.

Boikow 117	ARRIEL	Flight	Unknown	23/02/2012	201201937
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Tail rotor chip caption in flight.

Emergency procedures carried out in EC145 FRC's. Caption light remained on after fuzz burn. A/c returned. Normal landing carried out.

Enstrom 280	LYCOMING HIO-360	Flight	Manchester Barton A/F	08/02/2012	201201350
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UK Reportable Accident: Tail rotor control lost during flight. A/c returned. On landing, a/c slewed, became airborne again & came to rest on the ground. Two POB, no injuries. AAIB AARF investigation. Tail rotor damaged.

Enstrom 280	LYCOMING HO-360	Cruise	Gloucester- Staverton	23/02/2012	201201892
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PAN declared and forced landing made in a field due to a run-away of the cyclic trim system during a track and balance test flight. Engineering investigation found the cyclic trim relay had failed.

Robinson R44	LYCOMING IO-540	Cruise	Birmingham	28/01/2012	201200829
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Infringement of the Birmingham CTA (Class D) CTA-5 by an R44 squawking 7000 at 3300ft. Standard separation maintained.
 Review of the radar showed that the R44 displaying 7000 entered CTA-5 at 3400ft at 1415Z and exited CTA-5 at 2800ft at 1419Z. The base of Class D controlled airspace in this area is 2500ft. The a/c was traced and owner/pilot contacted. The pilot, local to the SW of Birmingham, reported being on a pleasure flight to view local sites and of following a route familiar to him. However, on this occasion the pilot decided to climb to 1km and believed the a/c would remain outside CAS. The pilot reviewed the GPS log which confirmed entry. The pilot reported that the a/c was climbed above a thin layer of cloud. In addition it was noted that as the a/c climbed, the slight winds at lower levels soon increased and the a/c was blown to the East of its planned position.
 Further to the investigation the pilot was invited to complete an online infringement questionnaire and offered advice regarding the local ATC listening squawk. Online resources designed to assist in avoiding future incidents were also highlighted.

Robinson R44	LYCOMING IO-540	Flight	Harpur Hill	02/02/2012	201201132
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Infringement of Danger Area D314 (Harpur Hill) by an R44. A/c flew around and through D314 prior to landing to the North of the Danger Area.

Robinson R44	UNKNOWN	Flight	Cumbemauld	09/02/2012	201201442
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VFR helicopter above cloud.
 A/c requested assistance from ATC having climbed above cloud but had no opportunity to get below and had lost all visual references. D&D were called and a rescue helicopter scrambled. The a/c had limited fuel supplies. Eventually, after approximately 45mins the a/c managed to land safely.

Robinson R44	LYCOMING O-540	Take Off	Crossmaglen	11/02/2012	201201555
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UK Reportable Accident: During take-off, a/c dropped to the ground. Rotor blade contacted a building. One POB, no injuries. Rotor blade, tail and canopy damaged. Subject to AAIB AARF investigation.

Robinson R44	LYCOMING O-540	Cruise	Nottingham East Midlands	11/02/2012	201201456
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Alleged infringement of East Midlands GTR (Class D) by an R44 at 1500ft. Standard separation maintained.
 ATC noticed a primary contact from the vicinity of the helicopter site at Costock with no SSR label. An R44 subsequently contacted ATC and informed them he had departed Costock without clearance due to frequency problems.

Robinson R44	LYCOMING IO-540	Parked	Southend	17/02/2012	201201983
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Unidentified fumes in cockpit.
 A strong smell of smoke was present in the cockpit. A/c shut down and vacated. Fire services attended the scene.

SA350 Ecureuil	ARRIEL	Maintenance	Shawbury	01/02/2012	201201095
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Whilst monitoring cycle lives of engine parts it is discovered that a turbine wheel had overflown limit by 333 cycles. Further investigation reveals one other had overflown by 97 cycles.
 Investigation and amendments to company procedures implemented.

SA350 Ecureuil	ARRIEL	Parked	Inverness	06/02/2012	201201426
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Fuel leak.
 Maintenance investigation found that the fuel drain and attached guard had separated from the fuel tank resulting in the loss of the fuel contents. This a/c operates with underslung loads and it is suspected that contact with the hook frame could have resulted in the separation of the guard from the tank. Safety Bulletin issued and Type Certificate Holder has been informed.

SA350 Ecureuil	ARRIEL	Flight	Shawbury	08/02/2012	201201421
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During climb on training flight, engine oil pressure gauge fluctuating. Emergency declared and a/c returned and shut down.
 During routine check of engine instruments, engine oil pressure was fluctuating between 2.5 and 4.5 bar with no movement of collective lever. To check if gauge faulty, the Central Warning Panel and torque meter was checked. The torque meter seen to fluctuate $\pm 2\%$ in sympathy with engine oil pressure gauge. Fault subsequent traced to the oil pressure transmitter.

SA350 Ecureuil	ARRIEL	Cruise	Bruton	20/02/2012	201201856
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PAN declared due to engine chip caution illuminating during cruise.
 Immediate actions carried out in accordance with FRCs and a precautionary landing made in a field. Inspection found a small quantity of carbon sludge on the rear bearing detector.

SA355 Ecureuil Twin	ALLISON 250	Cruise	Newport	03/01/2012	201201847
<p><i>Nr2 engine chip warning during flight.</i> Engine shut down and re-lit for landing. Engine removed and all three modules replaced. Metal generation traced to engine accessory gearbox.</p>					
SA355 Ecureuil Twin	ALLISON 250	Parked	Rochester	03/02/2012	201201167
<p><i>Throttle lever for nr1 engine detached from throttle quadrant.</i> After completing pre-flight checks and engine start the throttle lever was observed to be hanging down from the quadrant by the starter wire. A/c shut down with emergency services in attendance.</p>					
SA355 Ecureuil Twin	ALLISON 250	Cruise	Hawarden	08/02/2012	201201558
<p><i>RH engine chip light illuminated during cruise. A/c returned.</i></p>					
SA355 Ecureuil Twin	UNKNOWN	Cruise	R159	17/02/2012	201201694
<p><i>Infringement of Restricted Area R159 (Isle of Dogs) by an SA355 squawking 7050 at 1000ft.</i> Appropriate CAA action is being taken as a result of this incident.</p>					
SA365 Dauphin	ARRIEL	Flight	Unknown	30/01/2012	201201252
<p><i>Restriction in cyclic flying controls.</i> Inspection found the rod end bearing seized. Part had been installed since a/c manufacture and accumulated 1653hrs.</p>					
SA365 Dauphin	ARRIEL	Not Applicable	Unknown	31/01/2012	201201951
<p><i>Overflying of service life limits on tail gearbox support part.</i> During a document survey it was discovered that the part had previously been sent for repair without its corresponding log card. The log had not been updated with details of the repair or of the life remaining. Computer system had not been updated correctly and life of 8883hrs had not been recorded.</p>					
SA365 Dauphin	ARRIEL	Cruise	Manston	11/02/2012	201201578
<p><i>Infringement of the Manston ATZ (Class G) by an AS365 at 1100ft.</i></p>					
SA365 Dauphin	ARRIEL	Cruise	Blackpool	15/02/2012	201201898
<p><i>Communications blocked when transmitting on VHF.</i> LH pilot listening on VHF2. When RH pilot transmitted on VHF1 the reception on VHF2 went blank until the transmission stopped. Several instances of this occurrence type have been reported.</p>					
Sikorsky S76	ARRIEL	Descent	Oil Rig	22/02/2012	201201863
<p><i>PAN declared in descent due to nr1 hydraulic pressure dropping significantly. A/c returned to base due to high winds offshore at landing rig.</i> During return a/c reported hydraulic pressure appeared to have returned to normal, a/c continued with return to base.</p>					
<p>***** End Of Report *****</p>					

ABBREVIATIONS

AAIB	Air Accidents Investigation Branch
AAL	Above aerodrome level
AARF	Aircraft Accident Report Form
A/c	Aircraft (or a/c)
AD	Airworthiness Directive
ADEL	Automatically Deployed Emergency Locator Transmitter
AFS	Airport Fire Service
AIP	Aeronautical Information Publication
A/P	Autopilot
ASI	Airspeed indicator
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
LH	Left-hand
MGB	Main gearbox
MLG	Main Landing Gear
MPD	Maintenance planning document or Mandatory Permit Directive
MOR	Mandatory Occurrence Report
NLG	Nose landing gear
NOTAC	Notice to Aircrew
Nr1	Number 1
PCB	Printed Circuit Board
POB	Persons on board
RH	Right-hand
RT	Radio Telephony
RW	Runway
SOP	Standard Operating Procedure
VCR	Visual Control Room (Tower)

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Jul 2012 and 27 Jul 2012

SECTION 1 : FIXED WING AIRCRAFT

BE200 Super King Air P&WC PT6A Landing Cranwell 27/06/2012 201207239

Restriction of flap lever.

Two attempts were required on selecting flap down position. After landing, the a/c was inspected and the fault traced to a worn flap lever guide which was replaced.

BE23 Musketeer / Sun* LYCOMING O-360 Cruise Manston 22/07/2012 201208559

*Infringement of the Manston CAS(T) by a BE23.
Pilot unaware of the CAS(T).*

BE35 Bonanza UNKNOWN Cruise R005 18/07/2012 201208193

*Infringement of Restricted Area R005 by a BE35 squawking 7000. The a/c was given clearance to transit D026 (Lutworth) and diverted to Exeter due to weather.
A/c also infringed the Haverfordwest ATZ (Class G) during this flight.*

BE58 Baron UNKNOWN Climb Fair Oaks 21/07/2012 201208289

Infringement of the Farnborough CTA (Class D) and Restricted Area R112 by a BE58 at 2200R. Standard separation maintained.

BE76 Duchess LYCOMING O-360 Cruise R005 20/07/2012 201208334

*Infringement of Weymouth RA(T) R005 by a Beech 76 that was squawking 7000 at 2300ft.
A/c was receiving a Basic Service from Bournemouth who had instructed the a/c to freecall Yeovil LARS.*

Beagle 121 Pup LYCOMING O-320 Unknown Stansted 20/08/2012 201206886

*Infringement of the Stansted TMZ 2 (Class G) by a Beagle Pup showing as a primary contact only. Traffic info and avoiding action given to an inbound A319.
Similar incident earlier same day.*

Beagle 121 Pup LYCOMING O-320 Unknown Stansted 20/08/2012 201206894

*Infringement of the Stansted TMZ 2 (Class G) by a Beagle Pup showing as a primary contact only. Second infringement later same day.
Pilot advised ATC that he had Mode C switched on, however, this was not evident on radar. Pilot adjusted the transponder knob, whereupon the Mode C information displayed on radar. Possible transponder fault. A/c currently undergoing maintenance, where the transponder will be checked.*

BN2 Islander LYCOMING O-540 Cruise Hastings 22/07/2012 201208304

Infringement of Red Arrow RA(T) by a BN2 at 600ft tracking Southeast.

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

BN2a Trislander	LYCOMING O-540	Take Off	Alderney	03/07/2012	201207569
<p><i>Departure performance considerably less than expected.</i> Full up trim and a very hard pull to maintain a rate of climb. On arrival it was assessed that passengers in the front row were above average weight therefore affecting the CoG and possible exceedance of max TOW.</p>					
BN2a Trislander	LYCOMING O-540	Parked	Jersey	08/07/2012	201207674
<p><i>Tip tank cap detached during flight.</i> The retaining cable had prevented the cap from departing from the a/c. Tank dipped and found to have lost two gallons. Engineers checked the fitting was satisfactory. Tank was topped up and there were no further problems on following flights.</p>					
Cessna 150	CONTINENTAL O-200	Maintenance	Exeter	26/06/2012	201207472
<p><i>Engine vibration following carburettor replacement.</i> Two carburettors were returned to maintenance organisation for investigation. Inspection found imperfections in the blue carburettor floats. Floats were replaced and the faulty parts have been returned to manufacturer for analysis.</p>					
Cessna 150	CONTINENTAL O-240	Approach	Newcastle Airfield	13/07/2012	201208027
<p><i>UK Reportable Accident: A/c crash landed on short final approach following sudden engine failure. Two POB no injuries. A/c destroyed. Subject to AAIU investigation.</i></p>					
Cessna 152	LYCOMING O-235	Take Off	Henlow	17/05/2012	201207607
<p><i>Engine failure after take-off. A/c landed safely with no damage to a/c structure and no injuries to occupants.</i> Piston disintegrated in relatively new engine.</p>					
Cessna 152	Lycoming O-235	Take Off	Redhill	05/06/2012	201206456
<p><i>Rejected take-off due to birdstrike.</i> Propeller struck.</p>					
Cessna 152	LYCOMING O-235	Taxi	Fairoaks	09/06/2012	201206553
<p><i>Smoke in the cockpit during line up.</i> Small amounts of smoke were issuing from a switch. The a/c was shutdown and vacated and emergency services were called. The smoke ceased when electrics were turned off. Fire trucks accompanied the a/c back to parking area.</p>					
Cessna 152	LYCOMING O-235	Taxi	Beverley	20/06/2012	201206853
<p><i>Ground handling incident and collision.</i> Following a reported flat a/c battery, the reporter drove a quad bike, which is used as a tug, to the a/c intending to tow it to the hangar for battery re-charge. It was subsequently noticed that the starter gear had jammed and after clearing it the engine started. However, the reporter started to taxi, forgetting that the quad bike was in front of the a/c and collided with it. A/c sustained damage to the propeller and the engine was possibly shock loaded.</p>					
Cessna 152	LYCOMING O-235	Cruise	London-Gatwick - 22/07/2012	201208308	
<p><i>Infringement of the Gatwick CTA (Class D) and Restricted Area R112 by a C152 at 2100ft. ATLAS control established comms with the a/c and an ATLAS squawk was assigned.</i> Believed solo student. Appropriate follow up action taken.</p>					
Cessna 152	LYCOMING O-235	Landing	Shoreham	25/07/2012	201208546
<p><i>Runway excursion.</i> A/c on a touch and go when it appeared to suffer a tail strike, departed the runway and came to a stop on the grass.</p>					

Cessna 172	LYCOMING O-320	Cruise	Stansted	26/05/2012	201207104
Infringement of the Stansted TMZ 2 (Class G) by a C172. Believed to be a transponder fault.					
Cessna 172	LYCOMING IO-360	Taxi	Alderney	18/06/2012	201206765
A/c cut the corner of the taxiway while entering runway and suffered propeller damage. Emergency services towed a/c back to the apron.					
Cessna 172	LYCOMING IO-360	Hold	Belfast City	19/06/2012	201206616
A/c exceeded cleared level. Whilst in the hold in slightly windy conditions, the a/c exceeded the cleared level of 2000ft by 300ft. Controller requested confirm altitude and a/c descended back to cleared level.					
Cessna 172	UNKNOWN	Cruise	Farnborough	29/06/2012	201207334
Infringement of the LTMA (Class A) by a C172 at 4800ft squawking 7000. Traffic info given. Standard separation maintained.					
Cessna 172	LYCOMING IO-360	Parked	Cambridge	03/07/2012	201207672
RH magneto failure. During ground run prior to flight, whilst carrying out a magneto drop check, the crew experienced an excessive mag drop from RH magneto of 200rpm. Engineers inspection made and fault traced to a faulty contact breaker assembly. The contact surface was loose in the leaf spring and it appeared not to have been riveted successfully in place.					
Cessna 172	CONTINENTAL IO-360	Taxi	Bristol Filton	05/07/2012	201207768
A/c backtracking on runway for take-off reported undercarriage problem. Security vehicle reported that undercarriage was on fire. Occupants vacated a/c and attempted to extinguish fire. Emergency services attended and once brakes cooled a/c moved and a runway FOD check carried out.					
Cessna 172	LYCOMING O-320	Take Off	Netherthorpe	05/07/2012	201207975
UK Reportable Accident: A/c failed to get airborne on take-off. Went through hedge at the end of the runway and came to rest in a corn field. Two POB, no injuries. Subject to AAIB AARF investigation.					
Cessna 172	LYCOMING O-320	Flight	Nr Portreath	21/07/2012	201208275
UK Reportable Accident: A/c impacted a cliff and caught fire. One POB fatally injured. A/c destroyed. Subject to AAIB Field investigation.					
Cessna 172	NOT APP	Cruise	Redhill	21/07/2012	201208292
Infringement of Restricted Area R112 by a C172 that failed to contact ATLAS control on departure from Redhill. A/c failed to contact ATLAS control until 11nm East of Redhill.					
Cessna 172	LYCOMING O-320	Unknown	Manston	22/07/2012	201208564
Infringement of the Manston CAS (T) by a C172 at 2000ft squawking 7000.					
Cessna 172	LYCOMING O-320	Cruise	Netheravon	22/07/2012	201208592
Alleged infringement of CAS(T) SW CTA5 by a C172 at 3800ft, Northeast of Netheravon.					
Cessna 172	LYCOMING IO-360	Cruise	Farnborough	22/07/2012	201208326
Infringement of Farnborough CTA (Class D) and Restricted Area R112 by a C172 at 2000ft squawking 7000. ATLAS contacted Farnborough ATC and agreement was made to allow the a/c to continue.					

Cessna 182 Skylane	UNKNOWN	Flight	Clacton	01/07/2012	201207320
MAYDAY call due to rough running engine. Reported to be intermittent and not complete failure. A/c diverted.					
Cessna 182 Skylane	CONTINENTAL O-470	Taxi	Bournemouth	05/07/2012	201207600
C182 crossed runway holding point and taxied towards runway threshold, without a line-up clearance. Pilot was reminded of the need to receive a line-up clearance before lining up and was subsequently cleared for take-off.					
Cessna 182 Skylane	LYCOMING IO-540	Climb	Fairoaks	15/07/2012	201208038
Infringement of Prohibited Zone P111 by a C182 departing Fairoaks.					
Cessna 182 Skylane	CONTINENTAL O-470	Unknown	Luton	20/07/2012	201208301
Infringement of Restricted Area R112 by a C182 squawking 7000.					
Cessna 206 Super Sky	LYCOMING TIO-540	Cruise	Southend	19/07/2012	201208535
Infringement of Southend CAS(T) CTA (Class D) by a Cessna 206 with an ATLAS squawk at 3200ft. Southend ATC contacted ATLAS who transferred the a/c for transit. After transit the a/c was transferred back to ATLAS.					
Cessna 208 Caravan 1	P&WC PT6A	Cruise	Brize Norton	17/06/2012	201207228
Infringement of the Brize CTR (Class D) by a C208 at an indicated altitude of 2400ft. Pilot had called Brize on 127.250, and 119.0. With no response had assumed that Brize was closed and transited the zone. He also believed that the airspace classification was the same as Benson MATZ.					
Cessna 208 Caravan 1	P&WC PT6A	Cruise	Compton	02/07/2012	201207387
Infringement of the LTMA (Class A) by a C208 at 6000ft. Standard separation maintained.					
Cessna 406 Caravan 2	P&WC PT6A	Take Off	Cranfield	12/06/2012	201206462
Abandoned take-off due to birdstrike. No damage reported.					
Cessna 421 Golden Eagle	CONTINENTAL QTSIO520	Unknown	Bovingdon	15/07/2012	201208033
Infringement of Restricted Zone R112 by a Cessna 421 squawking 7000.					
Cessna C510 Citation Mustang	UNKNOWN	Hold	DAYNE	09/06/2012	201206412
C510 on a DAYNE 2A STAR, failed to hold at DAYNE. Appropriate ATC action taken. Standard separation maintained. C510 appeared to be routing towards MCT VOR. MACC informed Manchester APP they had observed C510 on Mode S starting to turn left, and informed North sector in case any departures may be affected. APP informed MACC a/c was leaving DAYNE heading 300deg, a heading and instruction that was never issued by MACC.					
Cessna C510 Citation Mustang	UNKNOWN	Take Off	Biggin	14/06/2012	201207254
C510 cleared for departure from R/W11, then commenced take-off run from R/W03. With no other a/c or vehicles on the runway, the a/c was allowed to continue. After departure, the pilot was informed who realised his mistake.					

Cessna C510 Citation Mustang	P&WC PW615F	Climb	En Route	06/07/2012	201207840
<p><i>A/c diverted due to poor engine performance during climb. Thrust was significantly less than commanded, climb power had been selected on both engines but the resultant N1 was at least 20% less than expected under ambient conditions. The a/c was levelled and decision made to divert. During the descent normal engine performance returned and a normal approach and landing was performed. Manufacturer advised.</i></p>					
Cessna C525 Citationjet	UNKNOWN	Descent	Gloucester-Staverton	18/04/2012	201204138
<p><i>Gloucester Tower and Dundee share RT frequency 122.900. Gloucester Tower frequency was blocked by a C525 calling Dundee inbound outside of the relevant DOC. Western Radar gave the position and level of the C525 at 1550Z, as 55°19'46N, 002°23'29W and FL310, descending to FL250, placing the C525 approx 70nm from its destination. The DOC (Designated Operational Coverage) for Dundee 122.900 MHz is 25NM / 10,000ft.</i></p>					
Cessna C525 Citationjet	WILLIAMS FJ44-1	Ground Handling	Oxford	11/06/2012	201208430
<p><i>ATC observed a tug hook up to a C525 and tow the a/c to a different parking position without either the tug or a/c making RT contact with ATC to request permission for the movement.</i></p>					
Cessna C525 Citationjet	UNKNOWN	Unknown	Gloucester-Staverton	21/08/2012	201206906
<p><i>Gloucester Tower and Dundee share RT frequency 122.900. Gloucester Tower frequency was blocked by an a/c calling Dundee inbound probably outside of the relevant DOC. Pilot requested latest weather from Dundee and advised their estimate for Dundee was 30mins.</i></p>					
Cessna C525 Citationjet	UNKNOWN	Unknown	Shoeburyness	28/06/2012	201207215
<p><i>Infringement of Danger Area EG D138 (Shoeburyness) by a C525 (believed) at approx 1500ft to 2000ft. Range Control spoke with Southend Airport who confirmed identity and routing of the a/c. Southend had been aware of the infringement but had allegedly not informed Range Control.</i></p>					
Cirrus SR20	UNKNOWN	Cruise	Wethersfield	29/06/2012	201207336
<p><i>Infringement of the Stansted CTA (Class D) by an SR20 at 2100ft squawking 7000. Standard separation maintained.</i></p>					
Cirrus SR20	LYCOMING IO-360	Cruise	Marham	29/06/2012	201207306
<p><i>D&D Cell Report: A/c with fuel and electrical problems handed over as radar contact had been lost. A/c identified and put on a traffic service. Airfield notified and contact established between tower and a/c on 125.05. A/c landed safely. Pilots report states that a loud crack was heard through the intercom, just as a frequency change had been requested by ATC, and the main PFD lost all reporting. No horizon or reference was available, no airspeed, altitude, VSI, engine power indication or RPM. This was accompanied by the smell of electrical burning. A PAN was declared and requested headings for the nearest suitable airfield.</i></p>					
Cirrus SR22	UNKNOWN	Take Off	Prestwick	27/06/2012	201207496
<p><i>ASI malfunction after take-off. A/c returned. Pilot requested immediate return but did not declare an emergency. A/c landed with emergency services in attendance.</i></p>					
Cirrus SR22	UNKNOWN	Cruise	BANEM	01/07/2012	201207315
<p><i>Infringement of the Clacton CTA (Class A) by an SR22 at FL100. Prior to the infringement, the pilot had called ATC reporting his position at FL100. Pilot was advised of the base of CAS immediately South of his position at FL85. Pilot reported descending to FL80 but failed to descend below CAS before crossing the boundary. A/c continued a descent to FL60 to remain outside of CAS.</i></p>					
DH Chipmunk	GIPSY MAJOR	Taxi	Coventry	20/06/2012	201206930
<p><i>Chipmunk observed taxiing along the taxiway without a clearance. Contact established with the a/c and pilot informed of his error.</i></p>					

DH Moth	GIPSY	Take Off	Biggin	12/07/2012	201207909
<p><i>A/c denied take-off permission as non-radio equipped. Arrangements made for formation take-off with radio equipped a/c. A/c then departed without clearance.</i></p> <p><i>Accompanying a/c still on the threshold advised ATC that it would not be joining the a/c in formation.</i></p>					
DH Tigermoth	GIPSY MAJOR	Flight	Fowlmere	13/06/2012	201206575
<p><i>A/c diverted due to rough running engine.</i></p> <p><i>A/c landed safely. Engineering indicated a valve failure on nr3 cylinder and after oil filter was removed, metal particle contamination found.</i></p>					
DHC6 Twin Otter	P&WC PT6A	Take Off	Glasgow	26/06/2012	201207139
<p><i>Uncommanded nosewheel steering movement.</i></p> <p><i>Prior to take-off, the a/c was lined up on the centreline with the nosewheel steering centered. The a/c was moved forward by approx 10-15ft in order to confirm that the steering was centred. Control was given to the First Officer who was pilot handling and when the a/c moved forward during the initial take-off run, the nosewheel steering tiller moved approx 30deg to the right. The flying pilot corrected the deviation and the Captain returned the tiller to the central position, holding it there. The remainder of the take-off run was normal.</i></p>					
Diamond Star DA40-180	UNKNOWN	Unknown	Kenley	02/06/2012	201208226
<p><i>Infringement of the South London Gliding Centre cable hazard at Kenley by a DA40 at approx 500ft. One glider was airborne in the downwind leg of the circuit.</i></p> <p><i>The DA40 passed over the airfield before continuing in the direction of Biggin Hill. Kenley contacted Biggin Hill ATC and were informed the DA40 was in contact with them and had been advised to remain clear of Kenley.</i></p>					
Diamond Star DA40-TDI	UNKNOWN	Circuit	Coventry	17/07/2012	201208321
<p><i>DA40 in circuit at 1300ft, reported a laser approx 1.5nm right base R/W23. Police notified.</i></p>					
Eagle	LYCOMING AEIO-360	Approach	Geinhausen	24/06/2012	201207763
<p><i>UK Reportable Accident: Engine failure during final approach. A/c turned over during emergency landing. Two POB, no injury. Substantial damage.</i></p>					
Extra 300	LYCOMING AEIO-640	Parked	Sywell Aerodrome	20/06/2012	201206870
<p><i>Engine fire on start up.</i></p> <p><i>On second start attempt, pilot informed by Tower that there was an engine fire. Pilot ensured fuel mixture was at cut-off position and engaged the starter motor for another 3-5secs to try to extinguish the fire. Pilot exited the a/c and airfield fire service extinguished the fire with a hand held extinguisher. Engine cowling and wiring loom damaged. On investigation, it was assessed that the incident was caused by the pilot over fuelling the engine during a hot engine start. Pilot re-briefed as part of a refresher training package, which covered all aspects of Extra 300 engine starting procedures and relevant emergencies.</i></p>					
Extra 300	OTHER	Cruise	White Waltham	15/07/2012	201208037
<p><i>Infringement of Restricted Area R112 by an Extra 300 that had been issued an authorisation code prior to departure, however the pilot failed to contact Atlas control.</i></p> <p><i>The a/c departed White Waltham squawking the circuit code and continued routing with the squawk displayed.</i></p>					
Fuji 200	LYCOMING IO-360	Take Off	Caernarfon	24/05/2012	201207407
<p><i>Birdstrike during take-off resulted in spinner separating from a/c.</i></p> <p><i>Reporter heard a bump and saw a flash of white and decided it was most likely a birdstrike due to the low altitude. He continued to climb to approx 1500ft when he heard a noise from the propeller and saw the spinner become detached from the a/c. Engine performance was not affected. A/c landed safely.</i></p>					

Glider	UNKNOWN	Unknown	R313	16/05/2012	201206433
<p><i>Infringement of Restricted Area EG R313 (Scampton) by three primary only contacts, later identified as gliders. Red Arrows, taxiing to work in R313, cancelled their sortie due to the gliders.</i></p> <p>Waddington ATC observed the primary contacts and contacted Scampton TWR, who confirmed, by the use of binoculars, that gliders were in the same direction as the primary contacts. Scampton TWR also observed a fourth glider that was not showing on radar. Active glider sites were contacted and messages left, however, to date, no one has taken responsibility for the infringements.</p>					
Glider	LIMBACH	Flight	Popham	15/07/2012	201208210
<p><i>UK Reportable Accident: A/c lost battery power and made a forced landing in field with gear up. Two POB, no injuries. Damage on a/c to be assessed. Investigation delegated to BGA.</i></p> <p>Battery had run flat as the transponder had been left on all day.</p>					
Glider	NOT APPLICABLE	Take Off	Cranwell	22/07/2012	201208387
<p><i>UK Reportable Accident: During take-off, the a/c ground-looped and sustained substantial damage. One POB with no injuries. Subject to BGA investigation.</i></p>					
GNAT	RR ORPHEUS	Cruise	Stansted	20/06/2012	201206868
<p><i>Infringement of the Stansted TMZ 2 (Class G) by a GNAT squawking 7010.</i></p> <p>A/c identified via Mode S. Appropriate advice given regarding TMZ procedures.</p>					
GNAT	RR Orpheus	Cruise	Weston On The Green	20/06/2012	201207248
<p><i>Infringement of active Danger Area D129 (Weston on the Green) by a Gnat squawking 3713 at 3000ft.</i></p> <p>Pilot had been informed that Weston on the Green and Hinton in the Hedges were both active up to FL130. Pilot subsequently apologised. At the time a military a/c was about to carry out a parachuting exercise from 1000ft, however, the Gnat did not interfere with this.</p>					
Grob G115	LYCOMING AEIO-360	Parked	Unknown	14/06/2012	201206094
<p><i>RH seat quick release fitting (QRF) failed to release RH shoulder strap.</i></p> <p>QRF released when buckle turned to the left but not when turned to the right. The QRF was replaced and the removed item sent for investigation. Reporter states that this is the fourth occurrence in six months but no defects were found on previous investigations.</p>					
Grob G115	LYCOMING AEIO-360	Other	Leeming	03/07/2012	201207833
<p><i>Brief engine overspeed during recovery actions.</i></p> <p>The AEF pilot had closed the throttle during a pre-briefed incipient spin recovery. This caused the engine to stop and the instructor took over, lowering the nose to regain flying speed. As the propeller began to turn, the throttle was advanced and the engine re-started. However, the engine RPM increased rapidly and a 2sec overspeed occurred before the engine indications returned to normal.</p>					
Grob G115	LYCOMING O-235	Taxi	Manchester Barton A/F	08/07/2012	201207659
<p><i>Grob 115 given taxi instructions to Taxi B3 and runway in use 09L, left hand circuit. A/c then observed entering R/W27R.</i></p> <p>Pilot subsequently asked to cross the runway. This was declined and pilot was informed that he was on the active runway and to vacate left. Pilot has been fully alerted to this incident.</p>					
Grob G115	UNKNOWN	Cruise	Cheddar	18/07/2012	201208222
<p><i>Infringement of the Bristol CTA (Class D) by a Grob Tutor at FL80. Standard separation maintained.</i></p> <p>Yeovilton ATC working the a/c.</p>					
Hummingbird	OTHER	Take Off	Old Warden	01/07/2012	201207286
<p><i>UK Reportable Accident. A/c stalled on take-off and crashed. One POB fatally injured. A/c substantially damaged. Subject to AAIB Field investigation.</i></p>					

Jabiru	JABIRU 2200	Initial Climb	Pierre Buffiere	29/06/2012	201207368
UK Reportable Accident. Microlight located on ground after suspected in-flight break up. Two POB fatal injuries. A/c sustained extensive damage. Subject to foreign Authority investigation.					
Jabiru	JABIRU 3300	Take Off	Manchester Barton A/F	30/06/2012	201207340
UK Reportable Accident. Possible loss of control on take-off. A/c crashed into ditch. Two POB no injuries. A/c substantially damaged. Subject to AAIB AARF Investigation.					
Mooney 20	CONTINENTAL TS10-360	Cruise	Snitterfield	14/06/2012	201206588
Infringement of the Birmingham CTA (Class D) by an a/c squawking 0010 at 2100ft. A/c later identified as a Mooney 20. Standard separation maintained. ATC made blind calls asking a/c to identify themselves, and an instruction to turn left to exit CAS. No response received, but a/c did turn left and leave CAS. A/c identified by Wolverhampton when a/c contacted them for traffic info. A/c was still showing 0010 until it left Wolverhampton frequency, then changed to a Shawbury squawk.					
MS Rallye	LYCOMING O-320	Cruise	Guildford	08/07/2012	201207661
Infringement of Farnborough RA(T) by an MS Rallye at 2200ft, 2nm North of Guildford. A/c identified and placed under a BS. A/c vacated the RA(T) to the Southwest.					
P2006	ROTAX 960	Flight	Gloucester-Staverton	12/07/2012	201208448
A/c entered unintentional spin during routine stalling training exercise. Student was briefed for the stall and that there would be a strong possibility of wing drop. Recovery actions also briefed. During the exercise wing drop occurred where the student pulled back and added power, resulting in a spin. The instructor took immediate control and applied standard spin recovery of which the a/c recovered at about 1000ft agl.					
P51 Mustang	LYCOMING O-360	Landing	Garnston	22/07/2012	201208343
A/c veered off runway into field during crosswind landing. Propeller bent.					
Paraglider	UNKNOWN	Unknown	Humberside	02/06/2012	201206104
Infringement of the Humberside ATZ (Class G) by a Paramotor. ATC observed Paramotor descending behind trees by R/W08 threshold, and land in a field outside of the airfield boundary, adjacent to R/W08. Fire services were despatched. Appropriate personnel informed. Pilot returned with fire crew to liaise with ATC. Pilot informed ATC they had been blown off course by wind, and were becoming low on fuel so had to land. The Paramotor was not equipped with any communication/navigation or transponder equipment. ATC agreed pilot had landed in an emergency situation. Appropriate ATC action taken to brief pilot regarding Humberside ATZ.					
Piel CP301 Emeraude	Continental C80	Taxi	Waddington	13/05/2012	201207497
Propeller strike on initial taxi out in strong winds. As a/c commenced a right turn from the parking area, the tail came up and the wooden propeller struck the ground. The impact caused 4in to be lost from one wooden propeller tip and the other suffered a split down to 12in from the boss. No further damage to a/c or engine. A/c currently undergoing shock load inspection and repairs.					
Pilatus PC12	UNKNOWN	Descent	Gloucester-Staverton	19/06/2012	201206780
Gloster Tower and Dundee share RT frequency 122.900. Gloster Tower frequency was blocked by a PC12 calling Dundee inbound, probably outside of the relevant DOC. Approx three transmissions were received from the PC12. The transmissions were alleged to be unreadable and lasted for approx 2mins.					

Pilatus PC12	UNKNOWN	Cruise	Farnborough	23/07/2012	201206371
<p><i>Infringement of the Farnborough CTR (T) (Class D) by a PC12 squawking an ATLAS code at 2000ft. ATLAS had been instructed to keep the a/c outside of the CTR. Departures stopped. Farnborough coordinator was notified that the a/c would be calling to transit the CTR. ATLAS were asked to keep the a/c outside of the CTR initially. When the a/c was 1nm inside the CTR the pilot called Farnborough ATC.</i></p>					
Piper PA24 Comanche	LYCOMING O-540	Cruise	D129	27/06/2012	201207476
<p><i>Infringement of active Danger Area D129 by a PA24 at 3000ft. A/c identified and instructed to vacate the Danger Area. Danger Area activated for parachuting from FL130. No conflict with the para drop a/c.</i></p>					
Piper PA28	THIELERT TAE 125-01	Take Off		03/02/2012	201206884
<p><i>On the pre run-up for take-off, engine power dropped to idle whilst engine control was still in full power position.</i></p>					
Piper PA28	Lycoming O-320	Landing	Castle Kennedy	14/04/2012	201204111
<p><i>Student pilot elected to fly the a/c for return flight after a landing incident, without calling authorising instructor for advice and further instruction. On landing during the flare, the student reported that the a/c was struck by a gust and rolled onto its RH wing tip. The tip scrapped along the ground before the a/c returned to its landing gear. Student inspected the damage, considered the damage to be slight, and elected to return. On landing, after return flight the a/c was inspected by the instructor and a/c was grounded pending further maintenance inspection. Wing tip damaged and tyres showed scuffing, suggesting a fairly extreme event. Student debriefed regarding poor judgement in flying a/c without inspection following the event.</i></p>					
Piper PA28	LYCOMING O-360	Cruise	Birmingham	13/06/2012	201206580
<p><i>Infringement of the Birmingham CTA (Class D) by a PA28 at 2800ft squawking 7000. Standard separation maintained. Pilot error acknowledged. Apparent selection of incorrect QNH 1006mb, when actual Birmingham QNH was 1016mb.</i></p>					
Piper PA28	LYCOMING O-360	Approach	Bristol Filton	13/06/2012	201206796
<p><i>ATC initiated a missed approach to a PA28 due to a deer crossing R/W09. Pilot replied they had already landed, were about to vacate at D and had not seen deer. Ops stated deer had passed behind a/c. At 1015z, Ops security vehicle, carrying out a check of the perimeter fence had reported seeing a deer on the fence line. At 1017z Ops security vehicle reported the deer was crossing R/W09.</i></p>					
Piper PA28	LYCOMING O-320	Cruise	EGR 313	14/06/2012	201206849
<p><i>Infringement of active Restricted Area EGR313 by a PA28.</i></p>					
Piper PA28	LYCOMING IO-360	Taxi	Oxford	17/06/2012	201206890
<p><i>PA28R crossed the red stop bar for R/W19 and then departed without clearance.</i></p>					
Piper PA28	LYCOMING IO-360	Initial Climb	Stornoway	17/06/2012	201206862
<p><i>A/c returned due to an unsecured door. No emergency was declared, the a/c landed safely, taxied off the runway and door closed before setting off again.</i></p>					
Piper PA28	LYCOMING O-320	Initial Climb	Dundee	24/06/2012	201206997
<p><i>PAN declared and a/c returned following birdstrike on climb out and smoke in the cockpit. Emergency services attended the a/c after landing and accompanied a/c to apron. No damage apparent to a/c.</i></p>					
Piper PA28	LYCOMING O-320	Taxi	Biggin	28/06/2012	201207488
<p><i>PA28 landed R/W21 and vacated onto R/W11 without a clearance.</i></p>					

Piper PA28	LYCOMING O-320	Cruise	Birmingham	01/07/2012	201207307
Infringement of the Birmingham CTA (Class D) by a PA28 at 3000ft squawking 7000. Blind calls made with no response. Check all placed, however, no departures affected. Standard separation maintained. Pilot error acknowledged.					
Piper PA28	LYCOMING O-320	Taxi	Cardiff	01/07/2012	201207319
PA28 was issued a clearance to line up. During read back a/c was seen to cross the illuminated red stopbar and move towards the runway. Pilot informed.					
Piper PA28	LYCOMING O-320	Flight	Arran	05/07/2012	201207663
Local standby in place for a/c with RT Failure. D&D involvement. A/c was established as able to 'hear' so blind transmissions and light signals were given and the a/c landed safely.					
Piper PA28	LYCOMING O-320	Climb	Durham Tees Valley	09/07/2012	201207740
A/c returned due to rough running engine. A/c landed safely with emergency services in attendance.					
Piper PA28	LYCOMING O-360	Flight	Gloucester-Staverton	12/07/2012	201207889
A/c experiencing communication problems, advised had low voltage indication which subsequently became electrical failure. Full emergency declared by ATC. Using hand-held radio, commander informed ATC that a/c had total electrical failure. A/c landed safely.					
Piper PA28	THIELERT TAE 125-01	Take Off	Shoreham	21/07/2012	201208274
UK Reportable Accident: Forced landing in a field following engine failure. Two POB, no injuries. A/c damaged. Subject to AAIB AARF investigation.					
Piper PA28	LYCOMING O-360	Cruise	Manston	22/07/2012	201208562
Infringement of the Manston CAS(T) by a PA28 at 1900ft squawking 7000.					
Piper PA30 Twin Comanche	LYCOMING IO-320	Flight	Swansea	20/06/2012	201207081
A/c experiencing electrical failure. Using hand held radio a/c declared intention to return but not declare emergency. Flypast of tower made to check undercarriage position. A/c landed safely.					
Piper PA31	LYCOMING TIO-540	Approach	Lydd	26/05/2012	201206297
On approach at 800ft, flap 15 selected but flaps did not move. Flaps reset and selected and again did not move. Slowed a/c to 120kts and reselected flap with same result. PAN declared for flapless landing.					
Piper PA31	UNKNOWN	Approach	Gloucester-Staverton	01/06/2012	201206583
Full emergency initiated at airfield due unsafe gear indication. The pilot had no indication of the landing gear down and locked. On visual inspection the gear appeared to be down and the a/c landed safely.					
Piper PA31	LYCOMING TIO-540	Flight	Isle of Man	11/06/2012	201206453
PAN declared due to RH engine running rough and power loss. RH engine manifold pressure rapidly dropped. Power reduced to idle setting and a/c landed uneventfully with emergency services on standby. Whilst taxiing in, oil was seen streaming from the top and side of the cowlings.					

Piper PA31	LYCOMING TIO-540	Landing	Isle of Man	18/06/2012	201206679
<p><i>Violent and uncontrollable nosewheel vibration after landing. Vibration did not diminish with control column movement and pilot was unable to use the NLG brakes. The a/c was coasted to a stop approximately 100m short of runway end. ATC had initiated an emergency and the fire crews attended and accompanied the a/c during slow taxi to parking. Engineering inspection found the nosewheel shimmy damper had sheared from its mounting. Shimmy damper replaced and a/c returned to service.</i></p>					
Piper PA31	LYCOMING TIO-540	Landing	Weston, Ireland	18/06/2012	201206737
<p><i>Nosewheel tyre deflated and detached from rim of wheel. A slight vibration was felt when retracting gear after take-off. The landing run was uneven until brakes were applied and vibration was felt which worsened as the a/c continued down the runway. The a/c was brought to a halt and an inspection made which confirmed the damage. Wheel changed on the runway.</i></p>					
Piper PA31	LYCOMING TIO-540	Initial Climb	Southend	23/06/2012	201207255
<p><i>A/c returned when fuel cap became detached and fuel was seen leaking from the a/c in flight. Fuel cover from main LH tank was recovered from the runway by emergency services. Pilot had only visually checked the fuel caps prior to departure.</i></p>					
Piper PA31	LYCOMING TIO-540	Cruise	Duxford	30/06/2012	201207338
<p><i>Infringement of the Stansted CTA (Class D) by a PA31 at 2500ft. Standard separation maintained.</i></p>					
Piper PA31	UNKNOWN	Initial Climb	Isle of Man	10/07/2012	201207834
<p><i>A/c returned shortly after departure due to an oil leak. The crew reported an oil leak which was entering the cockpit. A local standby was initiated and the a/c landed safely.</i></p>					
Piper PA32	LYCOMING IO-540	Climb	NUGRA	18/07/2012	201208189
<p><i>Infringement of the Darent CTA (Class A) by a PA32 squawking 0240 with Mode C indicating 4600ft and up to 4700ft. CAIT activated. A/c identified from Mode S. Standard separation maintained. LISTO departures off Manchester were stopped due to close proximity to the SID.</i></p>					
Piper PA32	LYCOMING TIO-540	Cruise	Stansted	21/07/2012	201208300
<p><i>Infringement of the LTMA (Class A) and Restricted Area R112 by a PA32 at 4000ft. Standard separation maintained.</i></p>					
Piper PA32	LYCOMING IO-540	Cruise	Manston	22/07/2012	201208561
<p><i>Infringement of the Manston CAS(T) by a PA32 at 2700ft.</i></p>					
Piper PA34 Seneca	CONTINENTAL TSIO-360	Take Off	Oxford	30/05/2012	201206004
<p><i>Propeller struck runway edge light whilst student manoeuvred for power checks. Damage found to runway light and RH engine propeller. Student manoeuvred a/c with wing over grass, failed to notice runway edge light before instructor could take control. RH propeller struck light. Glass shattered, a/c returned to stand</i></p>					
Piper PA34 Seneca	UNKNOWN	Flight	Gloucester-Staverton	18/08/2012	201206750
<p><i>A/c returned with undercarriage indicator malfunction. A flypast inspection was carried out and tower confirmed that landing gear appeared down. Emergency services in place and a/c landed safely.</i></p>					
Piper PA34 Seneca	CONTINENTAL TSIO-360	Take Off	Casals	03/07/2012	201207495
<p><i>UK Reportable Accident: Following a touch-and-go, the a/c lost altitude and impacted the ground. Two POB with injuries. A/c destroyed. Subject to foreign Authority investigation.</i></p>					

Piper PA34 Seneca	Lycoming IO-360	Approach	Dundee	05/07/2012	201207558
Full emergency declared due to gear unsafe warning light. On approach, a/c reported three greens and decided to land. The a/c landed safely.					
Piper PA34 Seneca	UNKNOWN	Climb	Oxford	05/07/2012	201207832
Overload Oxford Approach position due to poor airmanship displayed by PA34 pilot.					
Piper PA38 Tomahawk	LYCOMING O-235	Take Off	Hawarden	22/06/2012	201207189
PA38 issued with a take-off clearance RW22 whilst a grass mowing vehicle was still in the clear and graded area. Vehicle in excess of 90m from the runway centreline.					
Piper PA38 Tomahawk	LYCOMING O-235	Initial Climb	Hawarden	18/07/2012	201208451
A/c returned following a substantial power reduction during climb-out. Suspected carburettor fault so carburettor removed and inspected. This was found to have a metal float fitted contrary to the EASA Form 1, issued when the carburettor was fitted, which states that a foam float is fitted. Engineering investigation still in progress.					
Pitts Special	UNKNOWN	Aerobatics	White Waltham	09/06/2012	201208328
Infringement of the LTMA (Class A) by a Pitts Special squawking 7004 at 3000ft. Standard separation maintained. As Thames controller made arrangements to inform Heathrow of the intruder, the a/c subsequently left the TMA. Due to speed of the a/c climbing/descending, Thames believe the a/c was performing aerobatics. A/c told to squawk 7030, and was identified, and Mode C verified, by Heathrow SFVR.					
Proctor	GIPSY QUEEN	Approach	Private Strip	24/07/2012	201208493
UK Reportable Accident: Attempted overshoot in low wind/elevated temperature and landed in field boundary. One POB with serious injuries. A/c extensively damaged. Subject to AAIB AARF investigation.					
Robin 400	LYCOMING O-360	Cruise	London-Gatwick - 01/07/2012	201207316	
Infringement of the Gatwick CTA (Class D) by a Robin DR400 squawking 3750 heading East at 2000ft. CAIT activated. Departures stopped. Standard separation maintained. Blind call transmitted and ATC found that a/c was on frequency. Pilot apologised and descended immediately. A/c formally identified and departures resumed.					
Rockwell 112	LYCOMING TO 360	Descent	Blackbushe	04/06/2012	201206888
Rockwell 112 arrived at Blackbushe from Koblenz without a FPL or PPR being received by the ATC unit. Authorities informed. Pilot called for joining information 5nm from Blackbushe. ATC informed pilot they had not received a FPL. Pilot replied he had filed a FPL. AFPEX reported a FPL had been filed but had not been sent to the destination.					
Rockwell 114	Lycoming IO-540	Approach	Newquay - St Mawgan	28/06/2012	201207444
PAN declared due to unsafe landing gear indications. Emergency gear selection carried out and three green indications were seen. D&D had been informed and a visual flypast inspection was carried out. Tower confirmed that landing gear appeared down and the a/c landed safely with emergency services in attendance.					

Rockwell Turbo	GARRETT TPE331	Landing	Guernsey	03/07/2012	201207487
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LH engine stopped at end of landing run with reported sightings of smoke and flames.
Emergency services attended and the a/c was shut down and towed to maintenance. No further signs of fire or damage.

Ryan ST-A	UNKNOWN	Take Off	Kemble	20/05/2012	201206140
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During departure, a/c was seen to lift the right wing and pitch left causing the wings to come to an approximate 40deg angle and enter a left ground loop.
A/c came to rest facing west. RFFS despatched.

Slingsby 67	LYCOMING AEIO-540	Aerobatics	Stansted	07/07/2012	201207657
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Infringement of the Stansted CTR (Class D) by a Slingsby T67 (initially primary contact) squawking 5033. All departures stopped and departing a/c delayed. A/c identified Mode S details on PCAIT.
It has subsequently been revealed that the pilot omitted to switch on Mode C and had left the transponder on standby. Furthermore, bad weather and a toppled direction indicator were noted as contributory factors. Pilot has apologised.

Socata TB20	LYCOMING IO-540	Cruise	Manston	22/07/2012	201208565
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Infringement of the Manston CAS (T) by a Socata TB20 at 2400ft transiting southbound.

Socata TB9	UNKNOWN	Cruise	R444	17/07/2012	201208182
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Infringement of R444 by a Socata TB9 at 400ft. Poor weather conditions.

Socata TBM700	P&WC PT6A	Descent	Southampton	24/06/2012	201206968
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Socata TBM700, cleared in descent to 4000ft, observed at 3400ft. A/c instructed to maintain 3000ft. Standard separation maintained.
Pilot apologised for his error.

Stampe Sv4	GIPSY MAJOR	Flight	En Route	01/07/2012	201207391
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Possible faulty transponder.
A/c squawking 7000 indicating FL600 with a groundspeed of 70kts. A/c instructed to switch off Mode C transponder.

Vans RV7	SUPERIOR XP-40-360	Cruise	Goodwood	24/07/2012	201208575
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Infringement of Farnborough Temporary Controlled airspace (Class D) by a RV7 at 3000ft, 6.5 North of Goodwood. Standard separation maintained.

Vans RV8	OTHER	Approach	Swansea	02/06/2012	201206446
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A/c reported problems with airspeed indication on approach. Following a safe landing it was reported that recently applied graphics on fuselage had covered static air vents.

Vans RV9	LYCOMING O-320	Flight	En Route	17/06/2012	201207511
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Birdstrike to leading edge of RH wing at the outer end of the fuel tank.

The large bird impacted the RH wing, the fuel tank deformed and the lockable fuel cap blew out. The outer end of the tank skin tore away from the next section of the wing but the a/c remained controllable at all times and continued to destination. Emergency services attended the a/c on arrival. Bird species believed to be buzzard.

YAK 18	IVCHE M-14P	Unknown	Fairoaks	06/07/2012	201207565
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Infringement of the Farnborough RA(T) by a Yak18 at 1400R.

YAK 52	Ivche M-14P	Cruise	EGR 313	14/06/2012	201206846
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Infringement of Restricted Area EGR313 by a Yak52. Military a/c display training within EGR313. Pilot traced and incident discussed. Pilot believed that he had transited Wickenby avoiding EGR313, he was apologetic when advised of his error.

Zenair	ROTAX 900	Approach	Langham	22/07/2012	201208466
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UK Reportable Accident. Engine failure on approach. One POB no injuries. A/c sustained extensive damage. Subject to AAIB AARF investigation.

SECTION 2 : ROTARY WING AIRCRAFT

Agusta A109	OTHER	Flight	En Route	07/06/2012	201206431
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Engine nr2 pressure warnings seen on main EDU together with high pressure value on secondary EDU. PAN declared and engine shut down. Nr2 engine oil temperature seen to be rising above normal values. A single engine approach and landing carried out with airport fire service in attendance.

Agusta A109	UNKNOWN	Approach	Walsgrave Hospital	14/06/2012	201206708
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PAN declared due to oil pressure warning. A/c landed safely approximately 0.5nm from landing site due to gearbox 'low oil pressure' warning.

Agusta A109	UNKNOWN	Approach	Newquay - St Mawgan	04/07/2012	201207548
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A/c on approach contacts ATC with undercarriage problem, did not intend to declare emergency. Adjacent a/c confirmed undercarriage appeared to be down. A/c landed safely.

Bell 206 Jet Ranger	ALLISON 250	Cruise	Yeovilton	22/06/2012	201207530
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Infringement of Yeovilton RA(T) by a Bell 206.

Bell 206 Jet Ranger	ALLISON 250	Maintenance	Leeds Bradford	08/07/2012	201207673
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Severe fretting to the tail rotor gear box (TRGB) mounting surfaces. This a/c (fitted with an optional high altitude tail rotor kit) had previously been the subject of a serious incident and has undergone extensive repairs since then. An unrelated maintenance inspection since discovered extensive fretting to the TRGB mounting surfaces. This caused the TRGB to become loose and unbalanced creating a potentially hazardous situation. Detailed manufacturer consultation and replacement of the TRGB casing was necessary due to irreparable damage. However, post-repair ground runs showed a considerable imbalance which was rectified and inspected again. The a/c was returned to service but has since failed torque and dynamic balance tests. A Service Bulletin is also in place which is relevant to this occurrence and has been actioned. A/c currently removed from service.

Bell 206 Jet Ranger	ALLISON 250	Approach	Silverstone	07/07/2012	201207751
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RPM decayed on final approach. On final approach as the pilot began to raise the collective, the rotor and turbine RPM started to decay. Both needles were joined and did not split at any point. The throttle was fully open but RPM decayed beyond the lower range to approximately 80-85%. A forced landing was made and the a/c landed heavily but with no injuries or damage. The engine seemed to spool back up after the hard landing.

Bell 206 Jet Ranger	ALLISON 250	Cruise	Farnborough	21/07/2012	201208288
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Bell 206 displaying an ATLAS squawk was observed inside the Farnborough CTR (Class D) at 1500ft. ATC contacted ATLAS and requested the a/c be transferred to Farnborough LARS.

Bell 412	P&WC PT8T	Initial Climb	Akrotiri	03/07/2012	201207618
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Emergency descent and landing carried out due to nr2 hydraulic failure. Master caution illuminated with associated 'Nr2 Hyd' caption. The hydraulic pressure was observed to be low and falling rapidly. A/c was on a fire-fighting mission and carrying a Bambi Bucket full of sea water. A PAN was declared, the water was released over the sea and the bucket jettisoned into a field before a/c landed at a remote location 30nm from base. Inspection found that nr2 hydraulic system had lost all fluid content. A leak was found at the nr2 pump case drain connection. Case drain line disconnected, cleaned and examined, no damage was apparent so re-connected, tested and found to be operating satisfactorily. Once back at base nr2 hydraulic pump was replaced as a precautionary measure.

Boikow 117	ARRIEL	Flight	North London	08/06/2012	201206264
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A/c returned to base following tail rotor chip caption which illuminated twice during flight. The caption first illuminated at 1500ft while transiting straight and level. FRC actions removed the caption and flight continued. One hour later the caption illuminated again and FRC actions had no effect so a/c returned to base.

Eurocopter EC120	ARRIEL	Taxi	Goodwood	29/06/2012	201207646
<p>During air taxi, after wind speed increased, a/c was observed to move across airfield in an unstable manner. During air taxi wind speed began to increase, a/c was observed to pirouette through 360deg and gain approx 60ft in height. The a/c momentarily stabilised before the same happened, gaining another 30ft in height. It then began to move across the airfield in an unstable manner in all flight axds (moving forward) overhead parked fixed wing a/c. Pilot was asked if all 'OK' but no response received. A/c continued in an unstable manner at slow speed across the airfield and runway before calling on the radio. As the a/c was clear of the runway, a/c requested to land in present position. A/c landed and shut down.</p>					
Eurocopter EC120	ARRIUS	Cruise	Luton	18/07/2012	201208192
<p>Alleged error by ATLAS control led to all departures being stopped from Luton. EC120 pilot had been cleared into Luton CAS by ATLAS. Appropriate follow up action has been taken.</p>					
Hughes 269 / 300	LYCOMING HIO-360	Climb	London-Gatwick	18/06/2012	201206725
<p>Unknown a/c twice infringed the Gatwick CTA/CTR (Class D). A/c was identified on both occasions as a Hughes 269 piloted by solo student on a cross country exercise. Standard separation maintained. Infringer entered Gatwick CTA 2nm East of Godstone VRP at 1500ft. The a/c called Farnborough LARS, was identified, then descended and left CTA. 30mins later another unknown entered the Gatwick CTR with a Redhill squawk. Redhill advised Gatwick this was the same Hughes 269. Student pilot had mis-identified ground features and became distracted by RT communication. Operator has arranged for appropriate follow up advice and training for the student pilot.</p>					
Hughes 369 / 500	UNKNOWN	Unknown	Camphill	21/05/2012	201206230
<p>Infringement of the Camphill winch launch area by a unknown helicopter, believed to be a Hughes 500, at 300ft AGL. A/c passed from West to East. No glider was being launched at the time. Manchester ATC were contacted but were unable to confirm identity of the a/c.</p>					
Hughes 369 / 500	ALLISON 250	Unknown	Chiltern	21/06/2012	201206962
<p>Infringement of active Danger Area EGD123 by a Hughes 369 squawking 0220 with Mode C showing 1100ft. Pilot advised that, while receiving a service from Yeovil Radar, they had passed information from an unverified source that EGD123 was not active.</p>					
Robinson R22	LYCOMING O-320	Approach	Wycombe	01/06/2012	201206461
<p>Birdstrike during final approach. One bird struck and damaged the main blades.</p>					
Robinson R22	LYCOMING O-320	Unknown	Redlands	09/06/2012	201206333
<p>Reporter alleges London Information receive calls of parachuting activity from most known parachuting sites from the parachuting agencies, but are not being informed regarding Redlands parachuting. After observing a return indicating REDL squawking 5006, ATC, working an R22 which would route close to Redlands, passed information that Redland may be parachuting and to keep a good look out.</p>					
Robinson R22	LYCOMING O-320	Flight	Blackpool	07/07/2012	201207724
<p>Clutch warning light came on, attempted to reset the breaker which failed. A/c landed immediately, loud noises on landing, which appeared to be gearbox. Clutch actuator damaged. On investigation the forward drivebelt was off the upper sheave and split. Hangar inspection revealed the clutch down-limit stop screw had become loose and backed off allowing the belts to move forward on the lower sheave. New actuator fitted.</p>					
Robinson R22	LYCOMING O-360	Flight	Cheltenham	24/07/2012	201208496
<p>A/c declared emergency due to carbon monoxide warning light flashing. A/c made immediate safe landing in a field.</p>					
Robinson R44	LYCOMING O-540	Parked	Goodwood	30/05/2012	201206238
<p>Engine overspeed on start-up with throttle fully open. Guide bolt moved on rear fan assembly indicating the overspeed. A/c subsequently grounded.</p>					

Robinson R44	LYCOMING O-540	Unknown	Church Fenton	02/06/2012	201206147
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Infringement of Church Fenton ATZ (Class G) by an R44 squawking 7010 at 800ft.

A/c had departed Sherburn in Elmet on an Easterly departure but had misunderstood the instructions given by CFN radar. It was ascertained that the a/c was based at Sherburn and should have been fully conversant with the LOA in place. There were no other a/c in the circuit at the time of the incident.

Robinson R44	LYCOMING O-540	Unknown	Stansted	09/06/2012	201206308
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Infringement of the Stansted TMZ (Class G) by an R44 (initially unknown) squawking 7000. No Mode S.

A/c was subsequently tracked on radar from Wycombe Air Park. The pilot has been contacted and fully debriefed and confirmed that Mode C was switched on, but he has agreed to get the transponder checked on the next flight.

Robinson R44	LYCOMING IO-540	Cruise	London-Heathrow	19/06/2012	201207005
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Infringement of the Heathrow CTR (Class A) by an a/c, identified by Mode S as an R44, with an Ascot squawk 4771. Standard separation maintained.

TC Heathrow SVFR controller, noticed the R44 enter London CTR between the airspace delegated to Ascot and the White Waltham ATZ. TC contacted Ascot ATC to request R44 turn West. R44 started to orbit. TC then instructed Ascot ATC to put R44 to 125.625 frequency. R44 subsequently turned South into Ascot's airspace but did not call 125.625.

Robinson R44	LYCOMING O-540	Cruise	Isle Of Man	20/08/2012	201207156
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Infringement of the Isle of Man CTA (Class D) by an R44 squawking 7000 at 400ft. Standard separation maintained.

A/c had requested a zone transit and confirmed his position. ATC issued a squawk 4550 but as no return was observed pilot was asked to confirm position and level. He was then informed that he was cleared to transit CAS and reminded to obtain clearance prior to entering CAS.

Robinson R44	UNKNOWN	Cruise	Leeds Bradford	20/08/2012	201207011
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Infringement of the Leeds Bradford CTA (Class D) by an R44 at 3200ft squawking 0401. Standard separation maintained.

RAF Leeming were contacted and requested that the R44 contact Leeds Bradford on 133.125MHz.

Robinson R44	UNKNOWN	Flight	Billingshurst	14/07/2012	201208039
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Infringement of Restricted Area R112 by a R44 that was squawking 7000 with no flight plan, no authorisation code and without establishing contact with Atlas Control.

Pilot instructed to return to base, which was complied with. Appropriate CAA action is being taken as a result of this incident.

Robinson R44	UNKNOWN	Cruise	Unknown	24/07/2012	201208462
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Infringement of Restricted Area R112 by a R44 that was airborne outside of the allocated slot. A/c instructed to return to departure location however the a/c allegedly continued to destination.

SA355 Ecureuil Twin	ALLISON 250	Initial Climb	Cumbernauld	19/04/2012	201204395
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Smoke in the flight deck.

Smoke was seen issuing from the pilots camera monitor. A/c descended and emergency checklists carried out. Monitor disconnected and the smoking ceased, there were no flames apparent. A/c returned without further incident. Post event, all camera monitors and associated equipment have been inspected for condition and electrical safety. All camera operators have been given CRM training. Pilots are required to agree emergency camera shutdown procedures in the pre-flight safety brief.

SA355 Ecureuil Twin	ALLISON 250	Cruise	Croydon	02/06/2012	201206831
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LH engine chip light detector illumination.

Engine shut down as per procedure and a/c returned to base. Oil sample analysed and returned as 'normal'.

SA355 Ecureuil Twin	ALLISON 250	Maintenance	Gloucester-Staverton	22/06/2012	201207505
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Rear tail rotor driveshaft damaged.

Inspection found that the tail rotor driveshaft forward bearing and outer bush (rubber) at the nr1 (forward) position had become detached from their housing. As a result of this, the centre tail rotor driveshaft was badly scored as it had made contact with the oil cooler support duct.

SA366 Dauphin	ARRIEL	Maintenance	Blackpool	22/05/2012	201206518
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Welds missing from pilot's seat support beam.
Whilst carrying out Alert Service Bulletin the welds were found missing from manufacture. New seat beam fitted law the ASB.

Sikorsky S76	ARRIEL	Cruise	En Route	08/06/2012	201206539
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A/c diverted following DC generator failure.
'DC Generator' caption followed by 'AFCS' and 'CLTV' caption followed later by 'Trim Fail'. Emergency procedures carried out but generator failed to reset. Approach aborted and returned to 1500ft but still IMC. After approx 15mins regained VMC at 1500ft and reset autopilot. AFCS captions extinguished and a/c returned to base.

Sikorsky S76	ARRIEL	Maintenance	Humberside	07/07/2012	201207824
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On turnaround inspection the MR swashplate bearing shield was found to be missing.
Inspections carried out and shield replaced.

***** End Of Report *****

ABBREVIATIONS

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

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

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Jun 2012 and 30 Jun 2012

SECTION 1 : FIXED WING AIRCRAFT

Aero AT3	ROTAX	Flight	Old Sarum	23/06/2012	201206975
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UK Reportable Accident. Canopy opened in flight causing control difficulties. PAN declared, forced landing in field. One POB, minor injuries. Damage sustained. Subject to AAIB AARF investigation.
A/c overturned on landing, no fire. Damage sustained to nose landing gear, propeller, canopy, wingtip, lower structure and tail.

Aeronca	CONTINENTAL C85	Flight	High Easter Airfield	20/06/2012	201207050
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UK Reportable Accident. Ground loop on R/W27. Two POB no injuries. Damage to wingtip, RH wheel, tail and rudder. Subject to AAIB AARF investigation.

Aeronca	CONTINENTAL A65	Landing	Calais	22/06/2012	201207198
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Reportable Accident: After landing in strong winds, a/c began to taxi but lost control and came to rest inverted. One POB with minor injuries. Substantial damage to a/c. Subject to BEA investigation.

BE200 Super King Air	P&WC PT6A	Maintenance	Bournemouth	08/06/2012	201205941
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Missing locking device on RH outboard flap/inboard rail.
During routine inspection it was noticed that the forward roller attachment bolt was missing the lock nut and washer. There is no secondary locking device. Inspection of the whole fleet has been requested by the CAM.

BE200 Super King Air	P&WC PT6A	Take Off	Glasgow	19/05/2012	201205348
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Rejected take-off at 50kts due to false indications suggesting a/c was already airborne.

BE200 Super King Air	UNKNOWN	Maintenance	Unknown	22/06/2012	201205716
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During scheduled maintenance it was discovered that the main landing gear door actuator support bracket was damaged.
The door actuator was mis-aligned. Once a/c raised on jacks inspection revealed that the support bracket for the RH door was distorted, creased and pushed rearwards. Unable to ascertain when and how damage sustained. Actuator to be replaced.

BE200 Super King Air	P&WC PT6A	Take Off	Exeter	26/06/2012	201206756
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Headset microphone failed on rotation. ATC advised and a/c returned.
Cause isolated to headset. Squawked 7600 implementing speechless code and established intention to return for engineering assistance.

BE200 Super King Air	P&WC PT6A	Flight	Dawlish	08/06/2012	201206366
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During flying display a/c first aid kit became detached and struck the instrument panel slightly damaging the audio emergency selector switch. Display continued and a/c returned to base.

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

BE200 Super King Air	UNKNOWN	Take Off	Aberdeen	18/06/2012	201206667
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Reporter commented on clarity of procedures for 'Night Movements'.
In this incident a BE200 failed to notify ATC of pending departure during night closure period.

BE33 Debonair / Bon*	CONTINENTAL IO-470	Approach	Guernsey	24/05/2012	201205625
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Landing gear failed to deploy.
A/c completed a low level fly-past and the tower confirmed that landing gear was not down. The pilot then went into the hold and attempted to deploy the gear manually. A further two fly-pasts were completed before gear was confirmed down. A/c landed safely.

BE58 Baron	UNKNOWN	Climb	Lambourne	19/05/2012	201205356
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Beech 58 instructed/readback climb to 6000ft then FL80. ATC subsequently observed Beech 58 passing FL83. Traffic info given. Standard separation maintained.
Investigations indicate that as Beech 58 was passing FL75 ATC instructed a/c to resume own navigation direct DET. This was readback, but, as the Beech 58 turned right to pass beneath the LAM hold ATC observed Mode C indicating FL82 and climbing. Simultaneously another a/c checked in on frequency. Low severity STCA activated. ATC instructed Beech 58 to maintain FL80. Pilot apologised. Beech 58 descended from FL84 to FL80.

BE58 Baron	CONTINENTAL IO-550	Taxi	Biggin	28/05/2012	201206135
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Runway incursion. On landing BE58 failed to follow its taxi instructions and entered R/W11 and then proceeded to taxi along it without a clearance.

BE58 Baron	UNKNOWN	Cruise	Nottingham East Midlands	29/05/2012	201205832
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Infringement of the East Midlands CTA (Class D) by a BE58 at 2000ft squawking 7000. Pilot was advised he was inside CAS without a clearance.

BE58 Baron	CONTINENTAL IO-620	Cruise	Leeds Bradford	20/06/2012	201206845
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Infringement of Airway L975 (Class A) by a BE58 at 5000ft. A/c instructed to vacate CAS. Standard separation maintained.

BE90 King Air	UNKNOWN	Taxi	Oxford	24/05/2012	201205805
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BE90 observed to have towed across the apron without an ATC clearance.

BN2a Trislander	LYCOMING O-540	Cruise	Southampton	18/05/2012	201205371
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Trislander in cruise at FL40, was instructed to adjust to altitude 4000ft on QNH 1002 to resolve a conflict. A/c was then observed descending to altitude 3200ft. Standard separation maintained.
Trislander immediately started climb back to altitude 4000ft. Pilot contacted Solent Radar and reported that autopilot had tripped. Pilot commented that no problem was noticed with the autopilot before the flight, or on subsequent flights.

Bolkow 209	LYCOMING IO-320	Landing	Ferranporth	11/06/2012	201206480
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UK Reportable Accident: Nosewheel collapsed upon landing. Two POB no injuries. Substantial damage to a/c. Subject to AAIB AARF investigation.

Breezer B600	ROTAX 900	Flight	Gloucester- Staverton	18/05/2012	201205338
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PAN declared due to rough running engine.
A/c had requested a return to the airfield with engine problems and a local standby was initiated. A PAN was declared and the a/c landed safely with emergency services in attendance.

Cessna 150	CONTINENTAL O-200	Flight	Turweston	02/04/2012	201205952
<p><i>A/c ran out of fuel during test flight.</i> Visual fuel check was carried out before flight and pilot estimated the amount in tanks. Flight was estimated to take 15mins but pilot carried on in excess of 30mins. A/c suffered power loss on descent, which was steeper than normal and at high speed. Pilot reported 'Engine power loss, positioning left base 27 to land' but did not declare a MAYDAY or PAN. A/c landed safely.</p>					
Cessna 150	CONTINENTAL O-200	Unknown	North Weald	28/05/2012	201205670
<p><i>Infringement of the Stansted CTA (Class D) by a C150 squawking 5030. Standard separation maintained. Traffic info and avoiding action given. Identity confirmed by radar.</i> Farnborough contacted C150 and instructed a/c to vacate CAS.</p>					
Cessna 150	CONTINENTAL O-200	Flight	En Route	06/06/2012	201206170
<p><i>A/c entered controlled airspace whilst receiving navigational assistance due to en-route weather avoidance.</i></p>					
Cessna 150	CONTINENTAL O-240	Take Off	Netherthorpe	10/06/2012	201206458
<p><i>UK Reportable Accident: A/c failed to obtain lift on take-off and struck a hedge. Two POB no injuries. Substantial damage to a/c. Subject to AAIB AARF investigation.</i></p>					
Cessna 152	LYCOMING O-235	Take Off	Newquay - St Mawgan	24/05/2012	201205743
<p><i>Rejected take-off due to possible burst tyre. A/c vacated runway and shut down. Following inspection by pilot and emergency services a/c able to taxi to stand.</i></p>					
Cessna 152	UNKNOWN	Flight	Nottingham East Midlands	26/06/2012	201205678
<p><i>PAN declared due to student pilot declaring low fuel state. A/c given priority approach to R/W09.</i></p>					
Cessna 152	LYCOMING O-235	Unknown	London City	27/06/2012	201205706
<p><i>Infringement of the London City CTR (Class D) by a C152. A/c identified by Mode S. Standard separation maintained.</i> C152 was observed to enter CTR from the Southeast and track North/Northeast. No departures were affected. One inbound was vectored slightly to ensure separation was maintained.</p>					
Cessna 152	UNKNOWN	Cruise	Stansted	13/06/2012	201206532
<p><i>Infringement of the Stansted CTR (Class D) by a C152 at 1500ft. Traffic info given. Standard separation maintained.</i> Student pilot. Operator fully alerted and appropriate remedial action to be taken.</p>					
Cessna 152	LYCOMING O-235	Unknown	Brooklands	13/06/2012	201206508
<p><i>Infringement of the London CTR (Class A) by a C152 initially squawking 7000 at 2300ft. Heathrow CPT, MID and SAM departures stopped at 1015hrs. DVR departures subsequently suspended.</i> Standard separation maintained. Mode S confirmed identity of contact and squawk subsequently changed to 7047. Biggin Hill ATC subsequently stated that the a/c had called them and was unsure of its position. The operator has been fully alerted to this incident with a request that the pilot be fully debriefed. Pilot error acknowledged.</p>					
Cessna 152	LYCOMING O-235	Cruise	Aberporth	19/06/2012	201206816
<p><i>Infringement of Danger Area D202 (Aberporth) by a C152.</i> ATC observed an intermittent 7000 squawk on the South Eastern edge of D202. A/c responded to ATC blind call, and was instructed to leave to the East. C152 pilot later called and apologised. Pilot allegedly stated they were aware of Danger Area, but, could not get two-way with Aberporth due to flying at low level because of bad weather.</p>					

Cessna 172	UNKNOWN	Descent	Jersey	14/05/2012	201205243
Inbound a/c was displaying Mode A/C on the Les Platons radar source but was not visible to the ADC controller on the airfield radar equipment. Late identification of inbound traffic resulted.					
Cessna 172	LYCOMING O-320	Landing	Dundee	26/05/2012	201205671
Nosewheel tyre burst on landing run. A/c inbound due to make a touch and go landing but began to porpoise along runway. Eventually halted. One POB no injuries. Appeared from the tower that the propeller may have struck the runway. A/c towed from runway.					
Cessna 172	LYCOMING IO-360	Unknown	Stansted	02/06/2012	201206050
Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 with Mode C indicating up to 3000ft. All departures stopped for 7mins. Flight was undertaken by a new instructor who strayed further than expected infringing controlled airspace. Instructor was also new to the area. Robust follow-up action has been taken by the club CFI.					
Cessna 172	LYCOMING O-320	Landing	Campbeltown	09/06/2012	201206364
A/c landed on closed airfield out of hours with contractors working on the runway. The a/c was en-route to another airfield when deteriorating weather conditions prevented further flight. The pilot contacted ACC and advised of his intention to land at this airfield. He tried unsuccessfully to contact the airfield as did ACC. Pilot stated that he saw the contractors at the other end of the runway and was confident that there was sufficient stopping distance and alerted them by flashing landing lights on approach.					
Cessna 177 Cardinal	Lycoming IO-360	Landing	Newtownard	28/05/2012	201205774
UK Reportable Accident. A/c landed without landing gear extended. Skidded approx 100m before coming to rest. Two POB no injuries. A/c sustained severe damage. AAIB AARF investigation. Damage to propeller blades, landing gear and windscreen which was fractured.					
Cessna 182 Skylane	CONTINENTAL O-470	Landing	Isle of Man	25/05/2012	201205661
A/c landed short of the landing threshold of the runway. Surface wind 070/17.					
Cessna 310	CONTINENTAL IO-520	Descent	En Route	01/06/2012	201205983
A/c cleared to FL70, observed descending through FL66. No conflicting traffic. Pilot was distracted and subsequently descended through FL70 by about 400ft. Upon realising his error, Pilot apologised to ATC and continued uneventful approach and landing. Contributing factors stated as increased workload by late ATC descent clearance, which required vertical profile to be re-planned and crew fatigue due to long duty periods (eighth sector in four consecutive nights).					
Cessna 406 Caravan 2	P&WC PT6A	Approach	Stomoway	30/05/2012	201205913
PAN declared and emergency action taken following EHSI failure with electrical fumes. The P1 flight director and autopilot annunciations disappeared and, although no smoke or flames were present, there was a strong electrical burning smell. Emergency checklists actioned. Instrument approach discontinued and a visual approach was requested. Emergency services met the a/c on arrival.					
Cessna 421 Golden Eagle	CONTINENTAL TSIO-520	Unknown	Stansted	09/06/2012	201206307
Infringement of Stansted CTR (Class D) by a C421 (initially unknown) squawking 7010 at 1800ft. Traffic info and avoiding action taken. Departures stopped. Standard separation maintained. A/c identity confirmed by Mode S.					
Cessna C525 Citationjet	UNKNOWN	Descent	DAYNE	25/04/2012	201206342
C525A descended to an indicated FL84 despite being cleared to FL90 and Mode S showing FL90 selected. Avoiding action and traffic info given. Standard separation maintained. The a/c had been given previous descents to different FLs which Mode S had confirmed at all times, however, the a/c was given continuous descent.					

Cirrus SR22	UNKNOWN	Unknown	LYNAS	18/05/2012	201206322
SR22, cleared to FL110, was observed by ATC on radar display, at FL116. Standard separation maintained.					
Cirrus SR22	UNKNOWN	Climb	Gloucester-Staverton	21/05/2012	201206420
A/c returning on full emergency due to oil pressure warning light illumination.					
Cirrus SR22	UNKNOWN	Cruise	Castlemartin	31/05/2012	201206117
Infringement of Danger Area D113A (Castlemartin) by an SR22 at approx 300ft AMSL. Check fire all ranges.					
Cirrus SR22	CONTINENTAL IO-550	Descent	Stornoway	04/06/2012	201206074
Clearance confusion. SoACC released SR22 in the descent to FL65. SR22 informed Stornoway they were descending to 2000ft. Stornoway stopped SR22 at FL65. SoACC confirmed clearance was FL65.					
Cozy	LYCOMING O-235	Unknown	Stansted	26/06/2012	201205679
Infringement of the Stansted TMZ2 (Class G) by a contact with no Mode C. Traffic info given.					
Cozy	LYCOMING O-235	Unknown	Stansted	26/06/2012	201205686
Infringement of the Stansted TMZ2 (Class G) by a Cozy (initially primary contact). Traffic info and avoiding action given. Disruption to commercial traffic. This was one of three primary contacts observed leaving the North Weald exemption zone on a North Westerly track. Through contact with North Weald these were assigned a series of squawks to identify them. A/c was subsequently observed squawking 7010 with no Mode C.					
CZAW Sportcruiser	ROTAX 900	Cruise		19/06/2012	201206095
Infringement of an RA(T) by a CZAW Sportcruiser squawking 3716 at 1700ft. Appropriate CAA action being taken as a result of this incident.					
CZAW Sportcruiser	UNKNOWN	Cruise	Cranwell	28/06/2012	201205817
Infringement of the Cranwell ATZ (Class G) and Waddington ATZ (Class G) by an a/c indicating 2000ft. A/c later identified as a CZAW Sportcruiser. Traffic info given. Standard separation maintained. Cranwell received confirmation from LATCC Mil that London FIS were working the a/c. Cranwell contacted Waddington to inform them a/c was heading their way. A/c then flew through the Cranwell overhead and entered Waddington MATZ. The a/c then skimmed the Southern side of active Restricted Area R313 (Scampton). The a/c then changed from London FIR squawk to a Doncaster squawk. A/c details obtained from Doncaster Radar.					
DG-500	NOT APPLICABLE	Flight	Hecho Valley	23/06/2012	201205962
UK Reportable Accident: A/c impacted wooded hillside. Two POB, both serious injuries. Subject to CAA investigation. Safety Data will monitor for publication of the Investigating Authority report.					
DH Tigermoth	GIPSY MAJOR	Approach	Wickenby	24/06/2012	201206693
UK Reportable Accident: A/c landed short of the runway and flipped over. Two POB, no injuries. Subject to AAIB investigation.					
DH Tigermoth	GIPSY MAJOR	Landing	Lydd	23/06/2012	201207146
Unauthorised landing at closed aerodrome. Pilot made initial call inbound before aerodrome or ATC were open. ATC operator was not present but ATS assistant heard the radio call and was able to alert RFFS who were engaged in an aerodrome inspection at the time. A/c landed on runway 9mins before airport opening time, causing RFFS to vacate the runway. Pilot was unaware of opening times for the airport.					

DHC6 Twin Otter	P&WC PT6A	Climb	Glasgow	21/05/2012	201205416
<p>DHC6 instructed to climb to 4000ft was observed passing 4300ft. Good VMC. Standard separation maintained. ATC trainee working with mentor. DHC6 pilot reported they had misheard the 4000ft due to props being fully forward and very noisy. Readback of 6000ft was not corrected by ATC.</p>					
DHC6 Twin Otter	P&WC PT6A	Descent	Glasgow	08/06/2012	201206443
<p>Pilot's door opened in flight. Door secured and flight continued.</p>					
Diamond DA42 Twin Star THIELERT TAE 125-02	Flight		Leeds Bradford	23/05/2012	201205563
<p>MAYDAY call following engine failure. Full emergency initiated, a/c landed safely with emergency services in attendance.</p>					
Europa	ROTAX 900	Landing	Nayland	07/06/2012	201206241
<p>UK Reportable Accident. A/c landing with tailwind. Initiated go-around, tailwind increased, clipped hedge and stalled into field. Two POB minor injuries. Extensive damage. AAIB AARF investigation.</p>					
Europa	ROTAX 900	Landing	Cumbernauld	24/06/2012	201207166
<p>UK Reportable Accident: Failed to extend undercarriage. A/c made a wheels up landing. Two POB, no injuries. Subject to AAIB AARF investigation.</p>					
Glider	NOT APPLICABLE	Landing	Little Rissington	27/05/2012	201206210
<p>Glider observed making an approach and landing and subsequently landed with the landing gear up resulting in minor damage. See also 201206192. No RT comms.</p>					
Glider	NOT APPLICABLE	Maintenance	Gloucester-Staverton	22/06/2012	201206949
<p>Brake torque control plate and main w/c rocker arm found to be cracked. Further investigations found that the rocker arm had been drilled for the attachment of a brake operating cable. A number of factors could have contributed to the cracking of the plate: 1. Asymmetric loading from a more powerful disc brake can cause the brake side leg to flex when under full brake load. 2. Unused drill hole for a redundant brake cable attachment point. 3. Previous sideways landing when the glider was first brought into the country and subsequent repairs that did not recognise that a substantial load had been applied to the undercarriage. When fitting the new rocker arm it was established that the original rocker arm was very slightly distorted and this was attributed to the earlier heavy sideways accident.</p>					
Grob G115	LYCOMING AEIO-360	Taxi	Leeming	24/05/2012	201205666
<p>On the 7th landing of a previously solo circuit consolidation uneventful sortie, the student pilot experienced nosewheel shimmy. A/c taxied off runway with no difficulties.</p>					
Grob G115	LYCOMING O-235	Flight	En Route	04/06/2012	201206090
<p>Rogue sector entry on Daventry. A/c squawking 7000 and apparently at FL260. Southbound traffic routed to avoid the slow moving a/c and traffic information was given. The pilot stated the a/c height as 2800ft therefore a faulty transponder is suspected.</p>					
Grob G115	LYCOMING AEIO-360	Taxi	Wyton	10/06/2012	201206358
<p>Grob G115 lined up R/W08 without a clearance. A/c cleared for take-off with no traffic to effect.</p>					

Grumman AA5	LYCOMING O-360	Flight	En Route	27/05/2012	201205691
<i>PAN declared and a/c diverted due to rough running engine. A/c landed safely.</i>					
Jabiru	JABIRU 3308	Landing	Private Strip	23/05/2012	201205911
<i>UK Reportable Accident: A/c over shot runway by 30ft on landing. One POB, no injuries. Subject to AAIB AARF investigation.</i>					
Jodel D112	CONTINENTAL A65	Initial Climb	Upottery	09/05/2012	201205397
<i>UK Reportable Accident: A/c suffered engine problems just after take-off and made a forced landing in a field. Two POB with minor injuries. Extensive damage to a/c. Subject to AAIB AARF investigation.</i>					
Jodel D119	CONTINENTAL C80	Cruise	Church Fenton	22/05/2012	201205773
<i>Infringement of the Church Fenton ATZ (Class G) by a Jodel D119 on a Whiskey departure. A/c had departed Sherburn North instead of West, as laid down in LOA. Jodel D119 contacted Church Fenton APP requesting a BS and a Whisky departure. Jodel D119 was then observed to have departed and turned North instead of West. Controller queried pilot, who reported he was familiar with Whiskey departure, but thought it was North. Church Fenton APP informed pilot to turn away and briefed pilot on correct procedure.</i>					
LS7	NOT APPLICABLE	Landing	Little Rissington	27/05/2012	201206192
<i>Several gliders passed through the active circuit and overhead without RT comms. One of the gliders then landed without any RT contact.</i>					
Maule M7	LYCOMING O-360	Descent	REXAM	09/05/2012	201206310
<i>Infringement of Airway N964 by a Maule M7 squawking 1177 at an indicated FL50. Pilot apologised. Standard separation maintained. A/c had been told to remain outside CAS on his routing and reminded again by FIS Officer at FL55. It has subsequently been revealed that due to CBs pilot had elected to route direct Englefield. He had been told by London FIR that he would infringe at 4500ft and elected to descend to 4300ft. Pilot reported level at 4400ft. Pilot cites possible slow descent and low pressure setting (1003) along with inaccurate transponder encoder as contributing to the event.</i>					
Mooney 20	UNKNOWN	Descent	Southampton	21/05/2012	201205413
<i>Southampton ATC transferred Mooney 20 to Bournemouth descending to 5000ft iaw LOA. A/c was then observed on Mode C descending through 4700ft. Bournemouth ATC spoke with pilot. Pilot apologised. Believed a/c descended to 4000ft. Standard separation maintained.</i>					
Motor Glider	UNKNOWN	Cruise	Lydd	26/05/2012	201205702
<i>Infringement of the LTMA (Class A) by a motor glider at FL65. Appropriate ATC action taken. Motor glider called London FIS on frequency, reporting at LYD VOR at FL65. ATC immediately instructed motor glider to remain outside of CAS, and informed pilot the base of CAS was 5500ft. ATC then requested motor glider to descend. Motor glider began to descend to 3000ft.</i>					
Pilatus PC12	UNKNOWN	Take Off	Goodwood	28/05/2012	201205955
<i>A/c on take-off roll seen to bounce, evidence of propeller strike heard and reported to a/c, flight continued. Runway inspection carried out and evidence of strike seen.</i>					
Piper PA28	LYCOMING IO-360	Landing	Lerwick	16/05/2012	201205376
<i>Go-around flown after a/c touched down to the right of the paved runway due to an 8-11kts crosswind.</i>					
Piper PA28	LYCOMING O-360	Climb	Isle of Man	21/05/2012	201205465
<i>PAN declared due to loose engine cowling. A/c returned.</i>					

Piper PA28	LYCOMING O-320	Cruise	Bournemouth	22/06/2012	201205507
<p><i>Infringement of the Bournemouth CTR (Class D) by a PA28. Traffic info given. Standard separation maintained. The a/c had called Bournemouth for a Basic Service outside of CAS. A/c (with a 7000 squawk) subsequently identified within the Bournemouth Zone. Student pilot.</i></p>					
Piper PA28	LYCOMING O-360	Unknown	Oxford	24/06/2012	201205724
<p><i>Infringement of the Oxford ATZ (Class G) by a PA28 at approx 1500ft, 0.75nm to the West of the aerodrome. A/c later identified by Brize Norton. ATC had observed PA28 turning sharply away from the aerodrome. Infringer was tracked on radar and was seen to change to a Brize Norton squawk.</i></p>					
Piper PA28	LYCOMING IO-360	Approach	Gloucester-Staverton	25/05/2012	201205635
<p><i>Low flypast inspection carried out following no LH landing gear down indication. Tower confirmed gear down but no green indicator. A/c landed safely with emergency services in attendance.</i></p>					
Piper PA28	LYCOMING O-540	Landing	Rufforth	26/05/2012	201205973
<p><i>UK Reportable Accident. A/c overshoot runway on landing. One POB no injuries. Damage sustained to propeller and wing. Subject to AAIB AARF Investigation.</i></p>					
Piper PA28	LYCOMING O-360	Climb	Tring	27/05/2012	201205689
<p><i>Infringement of the Luton CTA (Class D) by a PA28, with Mode C increasing through 2800ft and peaking at 3000ft. A/c identified by Mode S. Standard separation maintained. LTC contacted LARS to ascertain intentions of PA28, due to a Luton inbound established on the 08 LOC descending to 4000ft. LARS informed ATC the infringer was going down. ATC decided PA28 could stay on its north westerly track, as the a/c would be leaving CAS very shortly. Luton inbound was not delayed.</i></p>					
Piper PA28	LYCOMING O-320	Flight	Exeter	27/05/2012	201205804
<p><i>A/c seen to change squawk to 7600, established that a/c had a transmission fault and wished to divert.</i></p>					
Piper PA28	LYCOMING O-320	Landing	Cardiff	29/05/2012	201205888
<p><i>A/c lost control during a touch and go and landed on the grass to the LH side of the runway. One POB no injuries and no damage to a/c. Emergency services attended the a/c and completed runway inspection.</i></p>					
Piper PA28	LYCOMING O-320	Flight	Farnborough	30/05/2012	201205921
<p><i>MAYDAY declared due to engine failure. ATC received the MAYDAY call and assisted a/c with advice on surface wind in the area of the landing location and informed D&D but then the a/c disappeared from radar. ATC requested an a/c in the vicinity to check out the area. The a/c followed directions and reported back that the first a/c had landed safely in a field and that the two POB had no injuries.</i></p>					
Piper PA28	UNKNOWN	Cruise	Coleme	02/06/2012	201206059
<p><i>Infringement of the Bristol CTA (Class D) by a PA28 squawking 7000 at 5000ft. Standard separation maintained. PA28 in receipt of a Basic Service from Brize had been given a heading to avoid Bristol CAS. Just prior to Coleme pilot was told to squawk 7000 and freecall an en-route agency. A/c was then seen continuing on a Southerly heading at FL50 and entered the Bristol CTA, whereupon he called Brize but was trying to call London information. A/c's track was then monitored by Bristol after being provided with the QNH, squawk ident and informed of his position inside CAS. Pilot had been looking for a gap in the cloud to descend.</i></p>					
Piper PA28	LYCOMING O-320	Climb	Snitterfield	04/06/2012	201206079
<p><i>Infringement of the Birmingham CTA (Class D) by a PA28. Standard separation maintained. Traffic info and avoiding action given.</i></p>					

Piper PA28	UNKNOWN	Circuit	En Route	04/06/2012	201206185
<p><i>Undercarriage indicator fault.</i> Pilot requested to leave the circuit and made a flypast for inspection. Landing gear appeared to be down and pilot elected to make an approach to land. A/c landed safely.</p>					
Piper PA28	LYCOMING O-320	Unknown	Stansted	05/06/2012	201206106
<p><i>Infringement of the Stansted CTA and CTR (Class D) by a PA28 initially squawking 7000 at 2000ft, with no Mode C. Standard separation maintained.</i> Investigation established that the infringement resulted from the pilot misreading the radial from Clacton VOR and flying too far South of his intended course. Additionally, the pilot had intended to fly a different a/c that day but it was in maintenance and so he elected to undertake the flight using the PA28, but subsequently realised that he was not used to the older style of navigation equipment on board. The pilot also reported unfamiliarity with the area around Stansted and found some difficulty relating the ground features to his expectations at the time of the infringement. Once the pilot's error had been pointed out to him by Cambridge ATC, he exited the infringed area by the quickest and safest possible means. Lesson learned, appropriate advice given.</p>					
Piper PA28	LYCOMING O-360	Taxi	Shoreham	06/06/2012	201206196
<p><i>Runway incursion. Whilst performing power checks at Hold K3 the PA28 moved over the hold.</i></p>					
Piper PA28	LYCOMING O-320	Cruise	Haydock	14/06/2012	201206570
<p><i>Infringement of the Liverpool CTR (Class D) by PA28 at 1300ft squawking 7000 under a Basic Service. Standard separation maintained.</i></p>					
Piper PA28	LYCOMING O-360	Cruise	Stansted	20/06/2012	201206856
<p><i>Infringement of the Stansted TMZ 2 (Class G) by a PA28 displaying no Mode C.</i> A/c identified via Mode S. Operator alerted.</p>					
Piper PA28	LYCOMING O-320	Taxi	Kemble	22/06/2012	201207039
<p><i>A/c taxied and attempted take-off with tie rope and ballast attached. Returned to stand to remove rope and attached ballast.</i></p>					
Piper PA28	LYCOMING O-360	Unknown	Southampton	24/06/2012	201206985
<p><i>Infringement of the Solent CTR (Class D) by a PA28 squawking 0440. Pilot was reminded by Farnborough that it would need to change course to stay outside CAS. Traffic info given.</i> Standard separation maintained. No further CAA action at this time.</p>					
Piper PA31	LYCOMING TIO-540	Cruise	R313	25/06/2012	201206386
<p><i>Infringement of R313 by a PA31 squawking 7000. R313 active for a Red Arrows sortie positioning to arrive at Scampton. Traffic info given.</i> Appropriate CAA action taken.</p>					
Piper PA31	LYCOMING TIO-540	Initial Climb	Edinburgh	15/06/2012	201206748
<p><i>Flap runaway on take-off.</i> At 250ft, flaps ran away into down (40deg) position without pilot input and were unable to be retracted. A/c immediately diverted, landed safely and taxied to stand.</p>					
Piper PA34 Seneca	Lycoming IO-360	Landing	Scillies	27/06/2012	201207180
<p><i>UK Reportable Accident: A/c overran the runway and went through a hedge. LH main landing gear collapsed and further damage sustained to a/c. Four POB no injuries. Subject to AAIB AARF investigation.</i></p>					

Piper PA38 Tomahawk	LYCOMING O-235	Cruise	Aberporth	23/01/2012	201205802
Possible poor primary radar return. ATC became aware there was little or no primary radar return whilst providing a BS to PA38. Investigations indicate that once beyond 20nm range the PA38 return became much stronger which raised concerns that the radar performance was not as robust as it should be. ATC management informed and recommendation made to consider establishing clear guidance on what the base of radar cover is at Aberporth.					
Piper PA38 Tomahawk	UNKNOWN	Taxi	Hawarden	31/05/2012	201205967
Tug, instructed to hold position on Compass Base due to PA38 taxiing to holding point N via Taxiway N, was observed to cross Taxiway N without ATC clearance. Tug had received approval from previous ATCO to cross Taxiway N between the Compass Base and holding area until further advised. After handover, incoming ATCO had issued the subsequent instruction to tug, to hold on Compass Base due to PA38. Tug driver apologised and stated they had misunderstood the previous instruction.					
Piper PA44 Seminole	LYCOMING O-360	Circuit	Coventry	21/05/2012	201205526
A/c in circuit declared PAN due to undercarriage abnormal/unsafe indication. Visual check confirmed gear appeared to be down. A/c landed safely. Following inspection of undercarriage, a/c able to taxi off the runway.					
Piper PA46T Meridian	LYCOMING TIO-540	Flight	Kemble	05/06/2012	201206096
Birdstrike. During go-around the a/c was struck by two birds (corvids) and sustained a damaged wing.					
Pulsar	ROTAX	Landing	Lynn Dam Airstrip	22/05/2012	201205975
UK Reportable Accident: On landing, landing gear collapsed and one of the gear legs broke. One POB, no injuries. Subject to AAIB AARF investigation.					
Raytheon 390 Premier 1	WILLIAMS FJ44-2	Cruise	En Route	15/06/2012	201206675
Repetition of previous occurrence involving multiple system failures. During ferry flight to maintenance facility the a/c suffered a number of system failures matching those of the previous month. The a/c was already being flown unpressurised and the reversion to manual flying with the standby pitch trim system did not result in an excessive workload. The RH stall warning system circuit breaker was pulled in order to disable the stick-pusher and a normal landing was carried out. Investigation under 201205627.					
Robin 200	UNKNOWN	Cruise	Biggin	25/05/2012	201205802
Infringement of the Biggin Hill ATZ (Class G) by an a/c at 1800ft. A/c later identified as a Robin 200. Traffic info given. Standard separation maintained. LARS East had given Robin 200, QNH, a 5022 squawk and a BS. A few minutes later Biggin Hill ATC contacted LARS East regarding an intruder with 5022 squawk. LARS East subsequently alleged that Robin 200 had continued on to slightly infringe the Heathrow CTZ.					
Robin 2100	LYCOMING O-235	Cruise	Southampton	22/05/2012	201205485
Infringement of the Southampton CTR (Class D) by an a/c squawking 7000 at 1400ft. Blind calls made. A/c later identified as a Robin 2100. Traffic info given. Standard separation maintained.					
Robin 2100	LYCOMING O-235	Taxi	Shoreham	29/05/2012	201205947
Runway incursion. Robin R2100 was instructed to taxi to Holding Point K1. A/c subsequently noted on the runway.					
Robin 2100	LYCOMING O-235	Unknown	Southampton	23/05/2012	201206982
Infringement of the Solent CTA (Class D) by a Robin 2100 squawking 7000 at 2700ft. A/c subsequently left CAS, re-entered and flew another orbit in the same position. Standard separation maintained. No further CAA investigation considered warranted at this time.					

Robin 400	LYCOMING O-320	Unknown	Mayfield	25/05/2012	201206048
<p><i>Infringement of the London TMA (Class A) by a Robin 400, squawking 7000. Mode C showing 2500ft-2800ft. Traffic info and avoiding action given. Standard separation maintained.</i></p> <p><i>A number of a/c were given extended routings to keep clear of the Robin 400.</i></p>					
Robin 400	LYCOMING IO-360	Unknown	Newcastle Emlyn	29/05/2012	201205898
<p><i>Infringement of Danger Area ED202 (West Wales) by a DR400 initially squawking 7000 at 3700ft. Standard separation maintained. A/c identity subsequently confirmed after being instructed to squawk 4530.</i></p> <p><i>Pilot apologised. He had been using an edition 30 half mil map and believed that the ED202 base height was FL125.</i></p>					
Robin 400	Lycoming O-360	Cruise	Stansted	01/06/2012	201206042
<p><i>Infringement of the Stansted TMZ 2 (Class G) by a DR400 squawking 7000 with no Mode C indication. Traffic info given to an inbound B737.</i></p>					
Robin 400	LYCOMING O-235	Taxi	Isle of Man	12/06/2012	201206454
<p><i>Runway incursion. DR400 was cleared to taxi to Holding Point D1 but taxied past by approximately five yards.</i></p>					
Robin DR250	LYCOMING O-320	Cruise	Brookmans Park	14/06/2012	201206560
<p><i>Infringement of the Stansted TMZ 2 (Class G) by an unknown a/c squawking 7000 without Mode C. A/c subsequently identified as a DR250. No traffic affected.</i></p>					
Rutan Longeze	LYCOMING O-235	Unknown	Stansted	26/05/2012	201205685
<p><i>Infringement of the Stansted TMZ2 (Class G) by a Rutan Longeze (initially primary contact). Traffic info and avoiding action given. Disruption to commercial traffic.</i></p> <p><i>This was one of three primary contacts observed leaving the North Weald exemption zone on a North Westerly track. Through contact with North Weald these were assigned a series of squawks to identify them. The pilot concerned has now been fully briefed on the procedures to be adopted before entering the TMZ airspace.</i></p>					
Sky Arrow 650 TC	ROTAX 900	Cruise	London-Gatwick	09/06/2012	201206329
<p><i>Infringement of the Gatwick CTR (Class D) by a Sky Arrow at 1300ft squawking 7000. Two inbound a/c broken off approach. Traffic info and avoiding action given. Standard separation maintained.</i></p> <p><i>Investigation under 201205539.</i></p>					
Stampa Sv4	GIPSY MAJOR	Take Off	Shoreham	28/05/2012	201205876
<p><i>A/c requested an immediate return after an engine problem occurred shortly after take-off.</i></p> <p><i>Inbound traffic instructed to hold whilst a/c made circuit in to land. Emergency services on standby.</i></p>					
Vans RV4	LYCOMING O-320	Cruise	Bovingdon	28/05/2012	201206821
<p><i>Infringement of the LTMA (Class A) and Stansted CTA (Class D) by a Vans RV4 at 2900ft squawking 7000. Traffic info and avoiding action. Standard separation maintained.</i></p>					
Vans RV7	OTHER	Landing	Isle of Man	25/05/2012	201206660
<p><i>A/c landed short of the landing threshold of the runway.</i></p> <p><i>Pilot distracted by turbulence and a/c control management. Surface wind approximately 070/17.</i></p>					
Vans RV7	LYCOMING IO-360	Cruise	Polehill	04/06/2012	201206076
<p><i>Infringement of the Manchester TMA (Class A) by a Vans RV7 at 4500ft, where base is 3500ft. A/c identified by Mode S. Standard separation maintained.</i></p> <p><i>MACC contacted Blackpool ATC who informed them they had transferred a/c to Leeds and informed pilot to remain outside CAS. Leeds ATC informed MACC they were not working the a/c. Pilot later reported the chart they had used was out of date and had now been discarded.</i></p>					

Vans RV8	LYCOMING IO-320	Climb	Andrewsfield	19/06/2012	201206812
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Birdstrike during climb. One bird struck. Suspected damage to wing.

Zenair	LYCOMING O-320	Landing	Sywell	25/06/2012	201205934
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UK Reportable Accident: A/c bounced on landing, spun round and ripped nosewheel off. Two POB, no injuries. A/c extensively damaged. Subject to AAIB AARF investigation.

Zenair	ROTAX 900	Cruise	Leamington Spa	28/06/2012	201205920
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Infringement of the Birmingham CTA-2 (Class D) by a Zenair squawking 7000 indicating 2200ft. Appropriate ATC action taken. Standard separation maintained.

Blind calls made with no response. A/c left CAS passing to the North of Wellesbourne. Pilot error acknowledged.

Zenair	ROTAX	Initial Climb	Swansea	29/05/2012	201205861
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UK Reportable Accident: A/c took off but did not gain sufficient height and went through the boundary fence and collided with a hedge. Extensive fire. One POB, no injuries. AAIB AARF investigation.

SECTION 2 : ROTARY WING AIRCRAFT

Bell 206 Jet Ranger	ALLISON 250	Cruise	Dunbarton/ Alexandria	13/05/2012	201205451
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Pilot's door came open during flight.

During light turbulence the pilot's door came open. The pilot slowed the a/c and closed the door with some difficulty. The design of the door handle is a contributory factor in these cases as the exterior handle faces forward which can catch the wind and with the added vibration can cause it to migrate to the 'open' position. The reporter states that this is a common problem. Additionally, this occurred at the time when the pilot was in liaison with an ATC operator whose manner at the time was questionable, which did not help the situation. The pilot was unable to communicate with the concerned passengers due to intermittent interphone headset failure.

Bell 212	P&WC PT6T	Maintenance	Middle Wallop	15/05/2012	201205459
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Calendar overfly to nr1 system hydraulic pump drive inspection.

It has been established that a policy of modifying an adhoc check instead of adding cards has been adopted within Tech Records. Adding cards in this way relies upon the user keying in all work cards instead of selecting from those presented, which is believed to be the root cause for the initial failure to issue the work card. Subsequent checks revealed that the item did show as days overdue but only in the text and not in date column. An electronic switch was incorrectly set for this card, which has now been corrected. Inspection now complied with.

Bolkow 105	ALLISON 250	Climb		10/06/2012	201205870
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During climb out, nr1 engine Turbine Outlet Temperature rose towards maximum continuous of 779deg at 70% torque. A/c levelled, engine shut down and a/c returned.

The investigation found a build up of matter in the diffuser duct behind the axial compressor stage identified as grass. Once the plaque had been removed TOT lowered by 60deg and full performance restored.

Bolkow 117	ARRIEL	Take Off	Belfast	22/05/2012	201205518
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BK117 departed without take-off clearance. Standard separation maintained.

BK117 had received zone clearance but had not been cleared for departure. On passing the airfield boundary, pilot contacted ATC and apologised. Pilot alleged to have been uncertain if they had been cleared to lift.

Calidus	ROTAX	Flight	Falmouth	20/05/2012	201206217
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UK Reportable Accident: Reported engine problem and elected to make forced landing in field. A/c collided with power lines on coming into land. One POB, no injuries. Subject to AAIB AARF investigation

Robinson R22	LYCOMING O-360	Maintenance	Nottingham	08/05/2012	201205399
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Large dent to tail section of a/c discovered following three separate solo student flights. Maintenance organisation determined that damage caused by heavy landing.

Robinson R22	LYCOMING O-320	Cruise	Manchester	21/05/2012	201205482
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Infringement of the Manchester CTR (Class D) by a R22 squawking 7354 at 1000ft. Standard separation maintained. Inbound flight cleared for visual RAW05L was changed to ILS approach.

A/c was piloted by student who reported having GPS problems. ATC advised track approx 210 to leave zone for Hawarden. Hawarden were informed and the a/c transferred to them. However, the pilot subsequently elected to return to Manchester Barton and on being transferred back to Approach was monitored on his return Northbound via the LLR.

Robinson R44	LYCOMING IO-540	Unknown	Isle Of Man	29/05/2012	201205851
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Infringement of the Isle of Man CTACTR (Class D) by an R44 squawking 7000 at 1000ft. Standard separation maintained.

ATC made a general broadcast asking if an a/c was on frequency. R44 replied and was placed on 4551 squawk. ATC informed R44 they had climbed into CAS without permission. Pilot apologised. ATCO's are to be reminded to inform pilots, arriving at private sites, to contact ATC prior to lifting for departure.

Robinson R44	LYCOMING IO-540	Initial Climb	Blatherwycke	18/06/2012	201207028
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UK Reportable Accident: Blade tip contacted tree leaves on departure. One POB, no injuries. Subject to AAIB AARF investigation.

Robinson R44	LYCOMING IO-540	Unknown	London-Heathrow	19/08/2012	201206908
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*Infringement of the London CTR (Class A) by an R44. Standard separation maintained.
A/c identified via Mode S.*

SA350 Ecureuil	ARRIEL	Flight	Middle Wallop	15/05/2012	201205557
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PAN declared due to engine oil pressure failure.

The audio warning sounded and engine oil pressure was indicated at the bottom of the green band. Torque indications were normal. PAN declared and descent initiated. During descent the oil pressure continued to fall and the red 'ENG OIL P' caption illuminated. A/c landed safely and was shut down immediately. Engineers found a leak and replaced the O ring on the oil pressure transmitter. The system was tested and leak checked and a/c returned to service. The transmitter had been recently installed from another a/c, a maintenance investigation has been requested.

SA350 Ecureuil	UNKNOWN	Flight	Shawbury	16/05/2012	201205558
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Doors caption illuminated during flight. Precautionary landing made.

After shutting down, the LH main baggage door lock was found to be slightly rotated from its normal position. The door was re-seated, re-locked and the caption cleared.

SA365 Dauphin	ARRIEL	Parked	Blackpool	09/06/2012	201206384
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Uncommanded deployment of Crash Position Indicator.

CPI deployment light was recognised on shutting down. CPI confirmed missing. Time and position of deployment not known.

SA366 Dauphin	UNKNOWN	Cruise	Cardiff City	12/06/2012	201206703
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Military helicopter targeted by a laser over Cardiff City for a period of a few minutes. Source of laser passed to police ground unit.

Sikorsky S76	ARRIEL	Parked	North Sea	02/05/2012	201204764
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Offshore platform crew provided incorrect TAF (Terminal Aerodrome Forecast) to S76.

METAR for destination was correct, but TAF was for three days earlier. Chief pilot spoke with offshore platform crew and requested they used a specific site in future to obtain up to date weather information.

SECTION 3 : OTHER

Balloon	NOT APPLICABLE	Landing	Bray Shop	23/05/2012	201205718
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UK Reportable Accident: One passenger suffered broken bones on landing. Subject to AAIB AARF investigation.

Balloon	NOT APPLICABLE	Parked	Uttoxeter Race Course	28/05/2012	201206327
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Balloon broke away from vehicle due stitching on quick release tearing.

During inflation, wind began to gust causing the Landrover anchoring the balloon to begin to move. All persons moved away as instructed. A bang was heard signifying that the quick release had broken, the red line was pulled several metres before the envelope deflated. At no time were personnel in the way of the moving basket. The stitching on the quick release had torn, the handle had sheared off and the carabiners were damaged.

Balloon	NOT APPLICABLE	Cruise	Bath	04/06/2012	201206166
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Balloon landing on road in city centre.

Irregular wind patterns caused balloon pilot to have no alternative than to perform a landing in the city centre. Police cordoned off the designated road and the landing was carried out in a safe and controlled manner. No injuries or damage were caused to any person, property or the a/c.

***** End Of Report *****

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
RAW	Runway
ScACC	Scottish Area Control Centre
SOP	Standard Operating Procedure
TDA	Temporary Danger Area
VATDA	Volcanic Ash Temporary Danger Area
VCR	Visual Control Room (Tower)

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

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Mar 2012 and 31 Mar 2012

SECTION 1 : FIXED WING AIRCRAFT

BE200 Super King Air P&WC PT6A Flight En Route 23/02/2012 201201994

Uncommanded rudder input causing attitude failure and associated warnings.

At the time of the uncommanded movement the Electronic Attitude Director Indicator (EADI) went blank with an 'ATT' and 'FD' caption. Yaw damper was immediately disconnected and a/c returned to base. Throughout the descent and landing an audible 'bank angle' warning was issuing. VFR maintained and a/c landed safely.

BE200 Super King Air P&WC PT6A Maintenance Cranwell 27/02/2012 201202018

Tech Log - Out of phase maintenance item lapsed.

BE200 Super King Air P&WC PT6A Cruise En Route 01/03/2012 201202260

PAN declared and a/c diverted due to RH bleed air caution.

Drills carried out in accordance with FRCs. A/c landed safely. RH bleed air pressure switch replaced and system function tested satisfactorily.

BE200 Super King Air P&WC PT6A Maintenance Maintenance 13/03/2012 201202652

During a Phase 1 inspection, a crack approximately 2.5in long was found in the leading edge of the LH outboard flap.

No indications of damage caused by impact. The reporter believes that damage has been caused by stresses induced during manufacture. Fleet check carried out with no similar damage found however chafing was found on one other a/c flap. Manufacturer advised.

BE200 Super King Air P&WC PT6A Approach Jersey 14/03/2012 201202690

Radio failure on final approach. A/c given landing clearance but failed to read back. ATC attempted to contact a/c on several occasions with no response.

A/c transmitted Mode S code 7600 between 4 and 7nm from touchdown. A/c finally responded at approx 1-2nm from touchdown.

BE200 Super King Air P&WC PT6A Climb Glasgow 22/03/2012 201203014

Landing gear warning. Fumes in the flight deck. PAN declared and the a/c returned.

Red 'Gear Unsafe' warning failed to extinguish and the gear warning horn sounded as the landing gear was retracted following departure. Gear cycled with no effect. Smell of smoke then noted in the flight deck. PAN declared and a return to the departure airport initiated, with the smell increasing in intensity. Flaps failed to extend during the approach. Following landing, evacuation carried out on the taxiway with emergency crews in attendance.

BE36 Bonanza CONTINENTAL IO-550 Cruise Polehill 10/03/2012 201202529

Infringement of the Manchester CTA (Class A) by a BE36 squawking 2677 at 4500ft. Mode S confirmed identity of a/c. Standard separation maintained.

A/c in receipt of a Basic Service from Blackpool. Squawk changed to 7000 and then to a Leeds squawk. Pilot error acknowledged.

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

BE76 Duchess	LYCOMING O-360	Cruise	Southampton	24/02/2012	201201933
<i>Infringement of the Solent CTA (Class D) by a BE76 squawking 2651 at 3400ft. Standard separation maintained. A/c identity confirmed via Mode S.</i>					
BE90 King Air	UNKNOWN	Initial Climb	London-Gatwick	03/03/2012	201202204
<i>Upon departure a/c was observed to turn North instead of following the KEN SID. Subsequent departure was held on the runway until a release was obtained.</i>					
BE90 King Air	P&WC PT6A	Approach	Biggin	22/03/2012	201203027
<i>BE90 on final approach at 600ft targeted by a laser light. Police informed.</i>					
BN2 Islander	LYCOMING O-540	Maintenance	Glasgow	14/03/2012	201202779
<i>New steering cables frayed. The cable with the frayed strands was a new cable that had recently been fitted. New cables in the stores were also inspected and found to have the same defect. It has also been noted that new steering cables are lasting a significantly shorter time before needing replacement. Cable assembly returned to manufacturer for examination.</i>					
BN2 Islander T	UNKNOWN	Climb	Belfast	21/02/2012	201201778
<i>Altitude deviation (level bust). A/c was cleared to leave control zone not above 2000ft but on first contact with radar reported passing 2400ft. A/c subsequently cleared to continue climb to FL100.</i>					
BN2a Trislander	LYCOMING O-540	Climb	Alderney	27/03/2012	201203162
<i>Serious Incident: PAN declared shortly after take-off due to loose rear engine cowling. Engine shutdown. Initially unable to maintain height. A/c landed safely. Subject to AAIB AARF investigation. Cowling and internal engine damage.</i>					
Cessna 152	LYCOMING O-235	Landing	Fairoaks	03/03/2012	201202369
<i>A/c made a poor landing onto the nose gear, full power applied resulting in a/c swerving and leaving the runway. A/c came to a slow stop on the grass. Pilot instructed to shut down and vacate the a/c. RFFS attended and pulled a/c off the grass. No reported damage or injury.</i>					
Cessna 152	LYCOMING O-235	Climb	Stansted	09/03/2012	201202501
<i>Infringement of the Stansted CTR (Class D) by a C152 squawking 7000 at 1800ft. A/c identity obtained using Mode S. Standard separation maintained. The pilot states that the infringement resulted from conflicting readings from compass and VOR plus misidentification of Braintree for Chelmsford. Appropriate and comprehensive remedial action has been taken by the flying club concerned.</i>					
Cessna 152	LYCOMING O-235	Landing	Rochester	19/03/2012	201202926
<i>UK Reportable Accident: A/c bounced on landing and flipped over. One POB, no injuries. Substantial damage to a/c. Subject to AAIB AARF investigation. Damage to a/c: Nosewheel, propeller, engine cowling, tail, rudder and wing.</i>					
Cessna 152	LYCOMING O-235	Landing	Netherthorpe	21/03/2012	201203003
<i>UK Reportable Accident: During landing, a/c came to rest inverted. One POB, no injuries, A/c wing and propeller damaged. Subject to AAIB AARF investigation.</i>					
Cessna 152	LYCOMING O-235	Cruise	Strathaven	23/03/2012	201203010
<i>C152 over flew the centre of the airfield twice at low level with no RT contact. A/c identity confirmed by Scottish info. The C152 flew across the centre of the airfield at approximately 500ft AGL and 20mins later returned South West on a reciprocal track flying over the airfield again around 400ft. Two a/c had just landed before the first incident and one was ready to depart at the time of the second incident.</i>					

Cessna 152	LYCOMING O-235	Cruise	Shoreham	28/03/2012	201203239
<p><i>PAN declared due to high oil temperature.</i> A/c was too high on first approach and go-around initiated. A/c made a subsequent approach and safe landing.</p>					
Cessna 172	LYCOMING IO-360	Approach	Benson	03/02/2012	201202171
<p><i>C172 cleared for a low approach and go-around not below 200ft which was fully read back. A/c descended to approximately 50ft. Pilot advised of and apologised for the incident.</i> Another a/c had been on the runway but had taxied clear before the C172 carried out its low approach. No risk of collision existed.</p>					
Cessna 172	LYCOMING O-320	Landing	Perth	04/03/2012	201202327
<p><i>During landing, student pilot overran the runway onto grass overshoot area. No injuries or damage sustained.</i></p>					
Cessna 172	LYCOMING IO-360	Cruise	Bristol International	10/03/2012	201202489
<p><i>Infringement of the Bristol CTA (Class D) by a C172 at 5700ft resulting in a loss of separation against an inbound B737. Traffic info and avoiding action given.</i> A/c initially unknown on radar failed to respond to a blind call. B737 vectored clear. Pilot has apologised for his error and the appropriate lessons appear to have been learnt.</p>					
Cessna 172	CONTINENTAL O-300	Cruise	Banstead	10/03/2012	201202505
<p><i>Infringement of the London CTR (Class A) by a C172 at 1000ft. Pilot called on frequency and a/c given a reduced Traffic Service until destination airfield visually acquired.</i> Standard separation maintained. The pilot reported flying from Blackbushe to Redhill routing, Hook, Ockham, Junction M25/M23. Between Ockham and Junction M25/M23 the pilot misidentified Redhill. The pilot contacted Redhill and was asked to squawk IDENT. Redhill advised the pilot that he was in the London CTR and transferred the a/c to Thames Radar who then directed the a/c outside CAS towards Redhill. The pilot reported that there was some haze which may have contributed to the misidentification of Redhill, but considered that the weather was suitable for the flight when setting off. No further CAA action at this time.</p>					
Cessna 172	UNKNOWN	Descent	Dundee	17/03/2012	201202768
<p><i>Solo student pilot with RT problems entered the Dundee ATZ (Class G). Standard separation maintained. The C172 initiated a missed approach. C172 was booked in from Glenrothes for a touch and go and return to Glenrothes, solo student pilot called Dundee ATC for joining instructions. Dundee ATC made an initial reply but received no response, further attempts to make contact were also unsuccessful. Scottish FIR called Dundee and informed them they had contact with pilot and would guide the pilot back to Glenrothes.</i></p>					
Cessna 172	LYCOMING O-320	Descent	Biggin	18/03/2012	201202964
<p><i>Alleged infringement of the London TMA (Class A) by a C172, piloted by a solo student, squawking 7047 at 2600ft.</i> The a/c then failed to comply with the joining instructions. It was also subsequently noted flying at low level over Noise Sensitive Areas.</p>					
Cessna 182 Skylane	Continental O-470	Take Off	Peterlee	26/02/2012	201202333
<p><i>Runway excursion on take-off.</i> At 60kts on take-off roll a/c began to veer into wind. Pilot elected to rotate a/c rather than regain the runway. A/c remained on ground longer than anticipated and took off some 30-40deg off runway heading.</p>					
Cessna 182 Skylane	CONTINENTAL O-470	Unknown	D406	01/03/2012	201202160
<p><i>Infringement of active Danger Area EG D406 by a C182. Firing activities immediately ceased. Misty conditions reported at the time.</i> A C182 was reported to be banner towing en-route from Blackpool to Kirkbride. At 1501, radar recordings show the C182 approaching the boundary of D406 from the southeast. The C182 was observed manoeuvring to southeast and East of the boundary of D406. The C182 remained East of D406 and at 1509 is observed turning southbound. Radar recordings indicate that the C182 remained East of the boundary of D406 at all times. No further action is considered appropriate.</p>					

Cessna 182 Skylane	LYCOMING O-540	Taxi	Kirknewton	18/03/2012	201202933
<i>Whilst taxiing, the a/c left the paved surface and the propeller tips contacted the mud in a grassed area. Propeller damaged.</i>					
Cessna 208 Super Sky	LYCOMING TIO-540	Flight	Challock	12/03/2012	201202566
<i>UK Reportable Accident. A/c clipped a ridge during descent below cloud. Forced landing. One POB, minor injuries. Extensive a/c damage. Subject to AAIB AARF investigation.</i>					
Cessna 208 Caravan 1	UNKNOWN	Climb	Mayfield	03/03/2012	201202210
<i>Infringement of the LTMA (Class A) by a C208 at 3000ft squawking 7000. DHCB vectored to remain clear and descent stopped at FL80. Standard separation maintained. Subsequent investigation revealed that the pilot had misunderstood the LARS instruction for a RNAV approach to Shoreham. ATC have discussed the incident with the pilot and believe lesson have been learnt.</i>					
Cessna 210 Turbo Centurion	CONTINENTAL IO-520	Initial Climb	Cranfield	26/02/2012	201202031
<i>MAYDAY declared due to unsafe landing gear. A/c had erratic temperature readings on nr1 cylinder just after take-off so had elected to return. Emergency services were placed in position. A/c then reported no gear indication so a low level approach was made and the tower confirmed that gear appeared down, it could not be confirmed that the gear was locked. MAYDAY declared and the situation upgraded to a full emergency. A/c landed safely.</i>					
Cessna 210 Turbo Centurion	UNKNOWN	Approach	Glasgow	09/03/2012	201202465
<i>Altitude deviation (level bust). A/c on go-around was given clearance to 3500ft but climbed to 3700ft. A/c given QNH and vectored for second approach. A/c had been sent around due to experiencing problems with the glideslope.</i>					
Cessna 310	UNKNOWN	Flight	Glasgow	22/03/2012	201202973
<i>Partial radio failure, with flight crew able to receive but not transmit. A/c squawked 7600. Diverted and landed safely.</i>					
Cessna 404 Titan	CONTINENTAL GTSIO520	Flight	Cardiff	05/03/2012	201202343
<i>C404 overflying at 4000ft targeted by green laser originating from the Cowbridge area. Authorities informed.</i>					
Cessna 404 Titan	CONTINENTAL GTSIO520	Climb	Nottingham - East Midlands	20/03/2012	201202903
<i>Vibration/shuddering felt through the airframe after take-off. Power retarded and the vibration ceased. PAN declared. A/c returned. During investigation the LH magneto exhibited signs of becoming rough which became progressively worse and failed to recover. Magneto replaced and a/c returned to service.</i>					
Cessna 406 Caravan 2	P&WC PT6A	Maintenance	Farnborough	29/02/2012	201202193
<i>During routine inspection, indentations were noted on the inner circumference of the main wheel tyre, consistent with the brake assembly keyways. It was apparent that such indications are caused by contact with the brake keyways whilst the wheel assembly is under load with weight on the wheels. Both main wheel tyres exhibited similar damage. Consultation made and recommendation that the main tyres are replaced and operating pressure increased. Tyres also to be inspected daily for signs of damage or cracking.</i>					
Cessna C501 Citation 1	UNKNOWN	Taxi	Aberdeen	06/03/2012	201202389
<i>Ground staff subjected to significant jet blast from C501 when the a/c taxied off Stand 1. A/c also taxied off stand without anti-collision beacons on.</i>					

Cessna C525 Citationjet	UNKNOWN	Descent	Strumble	20/03/2012	201202873
<p><i>Altitude deviation (level bust).</i> Investigations indicate that the initial ATC descent was given too late to reasonably expect the C525 to attain the required flight level at the correct position. The controller had amended his original clearance and a readback of this second instruction, "Roger, three two zero now" was not received and this was not questioned by the controller. The pilot also did not advise the controller of the inability to comply with the clearance, not only due to late ATC descent instruction, but because the flight was a hospital flight. ATC later established the full FPL did not indicate the flight was a hospital flight.</p>					
Cirrus SR20	CONTINENTAL IO-360	Cruise	London-Gatwick	11/03/2012	201202569
<p><i>Infringement of the London TMA (Class A) by an SR20 squawking 0401 indicating an altitude of 3200ft. Traffic info given. Standard separation maintained.</i> A/c initially unknown, was subsequently identified after landing at Shoreham.</p>					
DH Tigermoth	GIPSY MAJOR	Cruise	Luton	23/02/2012	201201923
<p><i>Infringement of the Luton CTR (Class D) by a DH Tigermoth at 800ft. Traffic info given. Standard separation maintained.</i> Pilot subsequently apologised and explained that he had lined up the compass incorrectly (he was positioning on an unfamiliar a/c) and that as a result the a/c had tracked 90deg West of intended track. A check all was put on Luton departures and inbound a/c delayed.</p>					
DHC6 Twin Otter	P&WC PT6A	Approach	Glasgow	13/03/2012	201202680
<p><i>DHC6 at 1000ft on approach RW33 targeted by green laser from a point 1nm to LH side. Authorities informed.</i></p>					
DHC6 Twin Otter	P&WC PT6A	Parked	Glasgow	22/03/2012	201202993
<p><i>Passenger door would not open without engineering assistance.</i></p>					
Diamond DA42 Twin Star	THIELERT TAE 125-01	Cruise	Polehill	09/03/2012	201202478
<p><i>Infringement of the Manchester TMA (Class A) by a DA42 at 4500ft. Standard separation maintained.</i></p>					
Diamond DA42 Twin Star	THIELERT TAE 125-01	Landing	Shoreham	13/03/2012	201202732
<p><i>Tyre burst on landing, a/c possibly touched down with brakes on.</i> On landing, smoke was observed from port main wheel which then ceased before the a/c came to a halt, obstructing runway at intersection. The a/c was resting on its LH mainwheel rim.</p>					
Diamond Star DA40-TDI	THIELERT TAE 125-02	Take Off	Coventry	20/03/2012	201202911
<p><i>Rejected take-off due to birdstrike to wing. No damage found.</i></p>					
Europa	ROTAX 900	Climb	Abbots Bromley	27/03/2012	201203197
<p><i>PAN declared and a/c returned due to rough running engine. A/c landed safely.</i></p>					
Glasair	UNKNOWN	Flight	Enstone	25/02/2012	201202055
<p><i>A/c diverted and MAYDAY declared due to engine malfunction.</i> During test flight of new a/c, a bolt fell out (throttle to injector). MAYDAY declared and a/c diverted. Engine stuck at 2200rpm, 140kts, difficulty reducing speed. A/c landed successfully.</p>					
Grob G115	LYCOMING AEIO-320	Flight	Dundee	27/02/2012	201202008
<p><i>A/c with student and instructor on board requested return due to rough running engine. A/c landed without further incident.</i></p>					

Grob G115	LYCOMING O-235	Taxi	Wolverhampton	09/03/2012	201202514
<p><i>Runway incursion by a Grob 115 that was instructed to hold for RW22. The a/c was observed to move forward without making any calls and taxied onto the RW22 undershoot area.</i> RW22 hold is located on RW34. Aerodrome inspection has revealed that the hold marker for 22 needs to be repainted.</p>					
Grob G115	UNKNOWN	Cruise	Wyton	20/03/2012	201202895
<p><i>Infringement of the Wyton ATZ (Class G) by a Grob G115 at 500ft. Traffic info given.</i> A/c had been observed approaching the airfield for RW08 at an approx height of 500ft and a distance of 1 mile. Overhead RW08 threshold it turned to the North. It is believed that the a/c was undertaking a low level navigation exercise at the time and should have turned at Alconbury and not Wyton.</p>					
Grob G115	LYCOMING AEIO-360	Flight	Boscombe Down	20/03/2012	201203137
<p><i>During training exercise (EFATO), engine started to overspeed and then hunt. PAN declared and a/c landed without further incident.</i> Oil levels checked and found to be at correct level. Propeller inspected for damage, none evident. Cowlings and engine inspected for leaks, none found. Engine run to maximum power and performance found to be within limits. Suspect overspeed/hunt caused by airlock in oil system following maintenance which had included oil drain and replenishment.</p>					
Grob G115	LYCOMING AEIO-320	Circuit	Dundee	22/03/2012	201202969
<p><i>A/c in circuit reports fuel leak from one of the filler caps. A/c given joining instructions and fire service alerted. A/c landed without further incident and taxi to stand.</i></p>					
Grumman AA5	Lycoming O-320	Cruise	Glasgow	09/01/2012	201200228
<p><i>Grumman AA5 operating VFR cleared to transit the Glasgow CTR (Class D) at not above 2000ft was observed at 2500ft. Pilot confirmed operating at 2500ft and was instructed to descend back to 2000ft.</i> The pilot appeared to be having navigational issues during the transit and, as a result of focusing his attention on the VFR traffic, the controller subsequently cleared a departing DHC8 into potential conflict with an inbound A319. Conflict situation resolved by the actions of the Radar controller. Standard separation maintained.</p>					
Lancair	LYCOMING IO-320	Taxi	Exeter	28/02/2012	201202041
<p><i>A/c left taxiway and became stuck in grass.</i> RH brake stuck and caused a/c to slew left across the taxiway onto the grass. Propeller damaged. No injuries. A/c pushed back to hangar by operations vehicle.</p>					
Mooney 20	LYCOMING IO-360	Flight	London - Area	03/03/2012	201202403
<p><i>A/c entered London FIR on two consecutive days with unserviceable Mode C.</i></p>					
Piper PA22	LYCOMING O-235	Unknown	Birmingham	10/03/2012	201202485
<p><i>Infringement of the Birmingham CTR (Class D) by a PA22 squawking 7000 indicating 1800ft. A/c identity confirmed with Mode S. Standard separation maintained.</i></p>					
Piper PA23	LYCOMING IO-540	Cruise	Birmingham	28/03/2012	201203229
<p><i>Infringement of the Birmingham CTR (Class D) by a PA23 at 3200ft squawking 7000. A/c failed to respond to blind calls. Standard separation maintained.</i> On vacating CAS the a/c switched to a 0450 squawk, whereupon the a/c was identified via Farnborough LARS.</p>					
Piper PA28	LYCOMING O-320	Cruise	Portsmouth	13/01/2012	201201101
<p><i>Infringement of active Danger Area EG D037 by a PA28 squawking 7000 at FL60. Traffic and avoiding action given.</i> The pilot had been talking to London Information but failed to provide accurate routing information and therefore did not request a DACS or DAAIS. The routing given to them would have taken the a/c around the active danger areas. Plymouth ATC recognised that the report was inaccurate and asked London FISO to transfer control to them. PA28 was then given steers to safely transit to the FIR boundary for onward flight to his destination in France. Pilot informed of his errors.</p>					

Piper PA28	LYCOMING O-360	Landing	Belfast	25/02/2012	201202014
A/c experienced LH puncture on landing and slewed round 220deg and came to rest facing NE on southern hard should of R/W25 abeam Bravo. AGI initiated.					
Piper PA28	LYCOMING O-320	Approach	Gloucester-Staverton	01/03/2012	201202247
PA28 carrying out a standard overhead join for R/W27R, reported downwind for R/W27, but then turned onto final approach for R/W22. Pilot was advised to reposition for R/W27 and informed that the helicopter circuit was active. The PA28 took a RH turn and then proceeded downwind LH for R/W09. Pilot then advised to carry out a further RH turn to reposition for downwind right for R/W27. PA28 again positioned onto final for R/W22. Controller advised the pilot to climb back into the overhead and advise when he had regained his orientation of the airfield. He descended on the dead-side and then reported downwind R/W27 and finally landed on R/W27. Investigation under 201202245.					
Piper PA28	LYCOMING O-360	Approach	Gloucester-Staverton	01/03/2012	201202246
PA28 lined up on final for R/W22 had been advised to reposition for R/W27. A/c then made a RH turn and positioned downwind LH for R/W09. Pilot advised to turn right to reposition RH downwind R/W27. Pilot had been originally been given a right base join for R/W27. Traffic info and avoiding action given.					
Piper PA28	LYCOMING O-320	Cruise	Southampton	03/03/2012	201202211
Infringement of the Solent CTA (Class D) by a PA28 at 4000ft squawking 7000. Standard separation maintained. Pilot error acknowledged.					
Piper PA28	LYCOMING O-320	Cruise	Manchester Barton A/F	04/03/2012	201202228
Infringement of the Manchester CTA (Class D) by a PA28 at 2500ft squawking 7000. Pilot error acknowledged.					
Piper PA28	THIELERT TAE 125-01	Unknown	Ascot	09/03/2012	201202491
Infringement of the London CTR (Class A) by a PA28, no Mode C, squawking 7000. Heathrow Southbound departures were stopped at 1113hrs and resumed at 1116hrs. Traffic info given. Flight subsequently tracked South-Easterly towards Ascot, and overhead at 1115hrs, squawk changed to 0431. At this point it was also indicating altitude of 1800ft. A/c details were confirmed by Farnborough. Appropriate follow up action has been taken.					
Piper PA28	LYCOMING O-320	Cruise	Isle of Wight	10/03/2012	201202484
PAN declared due to jammed throttle. A/c diverted and a full emergency initiated. A/c advised of intention to make a slow continual descent and to switch off engine and fuel on final approach. D&D and S21 notified. A/c advised airfield in sight but readback to landing clearance was not received (due to emergency situation) so was issued several times. A/c landed safely with emergency services in attendance and was towed from the runway. Subsequent inspection revealed a broken throttle cable which has now been repaired.					
Piper PA28	LYCOMING O-320	Landing	Caernarfon	11/03/2012	201202808
UK Reportable Accident. A/c went off the end of the runway and through two fences. Two POB no injuries. Damage to propeller and wings. Subject to AAIB AARF investigation.					
Piper PA28	LYCOMING O-360	Taxi	Northampton - Sywell	11/03/2012	201202710
Landed PA28 was told to vacate right onto R/W15 and hold short of grass R/W03. A/c was then seen to be in the act of crossing R/W03 Right. On departure at 1616hrs, PA28 told to taxi to Hold A2, then crossed A2 without clearance.					
Piper PA28	LYCOMING O-320	Circuit	Barry Island	17/03/2012	201202864
PA28, performing right hand circuits for R/W30 on a night flight with pilot under training, reported several "hits" by a green laser. The origin of the laser was from Barry Island. Police notified.					

Piper PA28	LYCOMING O-360	Unknown	Luton	19/03/2012	201202846
Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 at 4100ft. A/c identified with Mode S. Standard separation maintained. Operator alerted. Pilot misread the chart. Pilot error acknowledged.					
Piper PA28	LYCOMING O-360	Flight	En Route	21/03/2012	201202959
D&D Cell report. A/c declared PAN due to engine vibration. A/c diverted.					
Piper PA28	LYCOMING O-320	Unknown	Stansted	21/03/2012	201202942
Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 with Mode C indicating 1200ft. Traffic info given. Standard separation maintained. A/c turned Southbound and left CTR in the vicinity of North Weald and was subsequently identified using a 0201 squawk.					
Piper PA28	LYCOMING O-320	Unknown	London-Heathrow	24/03/2012	201203041
Infringement of London TMA (Class A) by a PA28 squawking 5030 tracking South near Northolt. Farnborough alerted and a/c quickly left CAS. Pilot error acknowledged. Pilot to undertake a navigational training exercise.					
Piper PA28	LYCOMING O-320	Circuit	Bournemouth	24/03/2012	201203119
PA28 in the circuit failed to respond to ATC instructions. On being questioned on the phone, instructor allegedly responded in an inappropriate manner.					
Piper PA28	LYCOMING O-320	Landing	Durham Tees Valley	25/03/2012	201203118
Undercarriage collapsed after second touch and go. A/c veered to the right when power was applied. A/c throttles immediately shut and a/c came to rest 90deg from runway centreline. No other damage to a/c reported.					
Piper PA30 Twin Comanche	UNKNOWN	Flight	En Route	19/03/2012	201202824
Altitude deviation (level bust) and slight navigation error due to autopilot inaccuracies. A/c cleared to FL90 but continued to climb to FL100. Autopilot inaccuracies seemed to be the cause of the errors. Vectors were issued to assist pilot.					
Piper PA31	UNKNOWN	Taxi	Jersey	28/02/2012	201202268
During LVPs, PA31 passed clearance limit of A2 for RW27. Pilot acknowledged error and apologised.					
Piper PA31	LYCOMING TIO-540	Approach	Blackpool	13/03/2012	201202625
Emergency initiated. A/c reported no landing gear indication. A/c transferred to lower frequency for fly by visual inspection. Landing gear appeared down. A/c landed safely and AFS stood down.					
Piper PA31	LYCOMING TIO-540	Flight	En Route	14/03/2012	201202733
A/c en-route at 4000ft declared emergency due to RH undercarriage contra-indications. A/c diverted. Pilot suspected a possible undercarriage failure of RH side. A/c elected to divert for emergency landing, squawked 7700, D&D advised.					
Piper PA34 Seneca	CONTINENTAL TSIO-360	Taxi	Oxford	09/03/2012	201202686
Wingtip ground collision. Whilst manoeuvring to park the a/c, the wingtip struck a steel former within the fabric covered hangar. Reporter stated that the colour of the wing tip and steel structure were similar shades of blue which attributed to difficulty in estimating the clearances. Inspection found the navigation light bulb, lens, holder strobe light bulb and lens to be severely damaged.					

Piper PA34 Seneca	Lycoming IO-360	Descent	En Route	25/03/2012	201203063
<i>PA34 in transit cleared to descend to 5000ft. ATC then noted that Mode was displaying 4600ft descending to 4500ft. A/c then apologised and admitted error, recleared to 4000ft.</i>					
Piper PA38 Tomahawk	LYCOMING O-235	Initial Climb	Swansea	03/03/2012	201202344
<i>UK Reportable Accident: During take-off, a/c descended back onto the runway nose first. Two POB, no injuries. Subject to AAIB AARF investigation.</i>					
Piper PA38 Tomahawk	LYCOMING O-235	Circuit	Liverpool	20/03/2012	201202960
<i>PA38 in low level transit at 1300ft, targeted by a green laser from the Penketh area. Police notified.</i>					
Piper PA38 Tomahawk	LYCOMING O-235	Flight	Cardiff	23/03/2012	201203053
<i>Altitude deviation (level bust). Possible faulty transponder. ATC queried the altitude as a/c was indicating 1800ft when cleared level was 1500ft. (The maximum altitude for VFR on this arrival). Pilot stated he was maintaining 1500ft but his altitude was then seen to go up to 1900ft. ATC controller advised pilot that there may be a problem with a/c transponder or altimeter.</i>					
Pulsar	ROTAX	Landing	Grove Farm	08/03/2012	201202914
<i>UK Reportable Accident: A/c landed short of runway. During taxi towards runway, a/c struck a raised portion of ground. 1 POB no injuries. Damage caused to a/c. Subject to AAIB AARF investigation. Front strut, engine mountings and lower cowling damaged.</i>					
Rans S6	ROTAX 900	Take Off	Private Strip	25/03/2012	201203123
<i>UK Reportable Accident: A/c failed to get airborne and went into a hedge. Subject to AAIB AARF investigation.</i>					
Raytheon 390 Premier 1	UNKNOWN	Cruise	En Route	21/10/2011	201116043
<i>Flap fail warning in cruise followed by stick shaker activation. Autopilot disconnected and checklist actioned. Decision made to divert due to the landing distance available at destination. A flapless landing carried out without event. Engineering investigation ongoing.</i>					
Robin 2160	LYCOMING AEIO-320	Climb	The Needles	23/03/2012	201203034
<i>Infringement of the Solent CTA (Class D) by a Robin 2160 squawking 7000 at 2500ft. Blind transmissions made with no response. A/c was identified by Bournemouth Radar who observed the a/c landing at Goodwood. Pilot subsequently apologised.</i>					
Robin 490	LYCOMING O-320	Unknown	Knock	20/03/2012	201202941
<i>Infringement of active Danger Area EG D123 by a DR400 squawking 2606. Check fire imposed, duration 6mins.</i>					
Rockwell Commander	UNKNOWN	Landing	Fenland	10/03/2012	201202462
<i>UK Reportable Accident: A/c overshot runway and landed in a wheat field. Two POB no injuries. Damage to landing gear and fuel tank. Subject to AAIB AARF investigation. AFRS despatched to deal with subsequent fuel leak.</i>					

8ZD-60-3	NOT APPLICABLE	Landing	Lee On Solent	15/09/2011	201116039
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Rudder detached from a/c on landing roll.

The a/c landed on a grass runway crossing a tarmac track on the ground run. As it crossed the track a 'crack' was heard in the cockpit as the tail wheel caught a slight lip. The rudder was found to be hanging from the top pivot pin only. The lower pivot point was found to have separated from the fuselage in its entirety. On inspection the fracture appeared to be progressive as part of the fracture contained dirt and discolouration and the remainder was very clean. Also, no glass reinforcement of the resin on this join was found. A recommended inspection of all similar a/c was initiated with no reports.

Vans RV6	OTHER	Cruise	Bristol	25/02/2012	201202253
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Infringement of Bristol CTR (Class D) by an RV6 squawking 7000. Standard separation maintained.

ATC observed a Brize squawk 3716 Southwest of Lyneham at 2000ft. The a/c then descended to 1300ft in the Bath vicinity still outside CAS. The Brize squawk was replaced by a 7000 squawk and the a/c entered CAS. Bristol ATC contacted Brize Norton requesting details of the a/c which were subsequently received.

Vans RV9	OTHER	Cruise	Elstree	11/03/2012	201202498
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Infringement of the London CTR (Class A) by a Vans RV9 at 2200ft. Heathrow departures suspended. Standard separation maintained.

A/c assigned a squawk of 5034 entered the zone squawking 7000. Investigation findings revealed that the pilot reported on a flight from Wellesbourne to Headcorn and believed to be talking to London FIS as they passed Wycombe following the M40(RHS). At this point the pilot navigating selected the wrong function on the GPS and the Map function was lost (GPS was stuck on the IFR page). Radar recording showed the a/c entering the London CTR at an altitude of 1900ft routeing South of Denham and then overhead Northolt. Heathrow departures were temporarily stopped until the a/c passed abeam Denham. The a/c contacted Farnborough and a squawk was allocated. The a/c was identified (6nm SE of Elstree) at an altitude of 2200ft on a track to leave the London CTR. The pilot believes that the GPS problems resulted in a distraction and the lack of concentration caused him to become disorientated, believing that as he turned East he was further North than was the case. The pilot indicated lessons have been learnt regarding familiarisation with GPS, simulator and navigational aspects, especially when operating close to CAS.

Wassmer 82	LYCOMING O-320	Flight		19/03/2012	201202872
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PAN declared due to damaged door. A/c diverted and landed safely.

SECTION 2 : ROTARY WING AIRCRAFT

Agusta A109	OTHER	Taxi	Stansted	05/03/2012	201202297
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Agusta 109 instructed to taxi to Stand 507 observed taxiing to Stand 511. No traffic to affect. A/c permitted to continue to Stand 511. Instruction to taxi to Stand 507 believed to have been correctly read back. Chroma Stand System showed Stand 511 but it is believed the EFPS was showing data for the a/c's previous inbound sector, which had been Stand 507.

Bell 412	P&WC PT6T	Climb	Shawbury	27/02/2012	201202141
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PAN declared and a/c returned due to nr2 engine governor malfunction. Nr2 engine torque fell to 15-20%. A/c recovered to straight and level flight at reduced power. Nr1 engine responded to lever inputs but nr2 engine N1, ITT, oil pressure and N2 were low and unresponsive, consistent with a low-side governor malfunction. FRC drills actioned and a/c returned, landing safely.

Bolkow 105	ALLISON 250	Unknown	Unknown	04/03/2012	201202387
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Main transmission CHIP caution illuminated during airtest. Analysis of chip detector slither confirmed normal wear.

Bolkow 117	ARRIEL	Flight	Kingston	07/03/2012	201202411
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MBB-BK117 operating at 1000ft over Kingston Upon Thames targeted by green laser causing injury to crew member. Authorities informed. Crew member removed from flying duties and referred for medical examination

Bolkow 117	UNKNOWN	Flight	Belfast	12/03/2012	201202638
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BK117 inbound targeted by green laser over Glenavy area. Authorities informed.

Bolkow 117	UNKNOWN	Flight	Belfast	12/03/2012	201202640
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BK117 departing targeted by green laser over Glenavy area. Authorities informed. Suspect arrested.

Bolkow 117	UNKNOWN	Flight	Belfast	12/03/2012	201202653
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BK117 on operation targeted by green laser originating from the Ballysillan area. Authorities informed.

Eurocopter EC135	ARRIEL	Approach	Tortola	07/03/2012	201202759
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RH fuel quantity indication dropped from 8% to 0% with an associated 'Low Fuel' caution during a normal final approach. Landing continued due to being over the threshold. The RH engine remained running without any indication of fuel starvation. The RH fuel indication returned to normal during taxi in. Engineering investigation failed to reveal a cause due to the intermittent nature of the malfunction. Crew to advise of further malfunctions.

Magni M24C	ROTAX	Landing	Cark	02/03/2012	201202322
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UK Reportable Accident: On second landing attempt the a/c began to drift. Pilot elected to go-around but the RH main wheel struck the ground. A/c flipped and came to rest on its side. AAIB AARF. Two POB, one with minor injuries.

Robinson R44	LYCOMING O-540	Landing	Private Strip	11/03/2012	201202513
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A/c struck on rotor by a deliberately thrown object. A wine bottle was thrown at the a/c as it was landing. The bottle struck the rotor blade causing the pilot to touch down quickly and land quite hard. Paint damage only to the rotor blade and there were no injuries sustained

SA350 Ecureuil	ARRIEL	Landing	Chinley	09/03/2012	201202545
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Engine torque indicator failure followed by engine chip light. On final approach the torque indication dropped to zero and seconds afterwards, the engine chip light illuminated. The a/c landed safely and the engine was shut down immediately. Engineering inspection revealed metal debris.

SA350 Ecureuil	ARRIEL	Hover	Aulbea/ Dundonnell	16/03/2012	201203026
<p><i>During sling load operations, cable contacted a live electricity line. Helicopter struck by a gust of wind during the hover which, together with momentum from the underslung pole, resulted in the pole contacting a live electricity cable. It is believed that the nylon webbing suspension strap between the pole and the suspension chain acted as a insulator which prevented current from flowing to earth. Investigation concluded the pilot exercised poor judgment in assessing clearance from the electricity line. Additionally, the operator failed to communicate control measures in the risk assessment for the subject activity to the pilot, which would have specified greater separation and visual markers at the minimum distance.</i></p>					
SA355 Ecureuil Twin	ALLISON 250	Flight	Fairoaks	02/03/2012	201202267
<p><i>Single engine failure. A/c landed safely with emergency services in attendance.</i></p>					
SA355 Ecureuil Twin	ALLISON 250	Climb	En Route	02/03/2012	201202371
<p><i>PAN declared due to LH engine failure in flight. The LH engine chip light illuminated briefly. Pilot initiated shutdown procedure during which the warning illuminated again and a sudden yaw to the right was experienced. The LH engine failed and full shutdown procedure was completed. A successful single engine landing was completed.</i></p>					
SA355 Ecureuil Twin	ALLISON 250	Flight	Wycombe	16/03/2012	201202808
<p><i>A/c entered ATZ without clearance and proceeded to land and collect a passenger. A/c then departed, all without any communication with ATC.</i></p>					
SA355 Ecureuil Twin	ALLISON 250	Approach	Leeds Bradford	16/03/2012	201202773
<p><i>LH engine fire caution activated during approach although no signs of fire observed. Full emergency declared. Landed safely and shut down. Subsequent investigation found an electrical fault, with the fire detectors still serviceable. Initial evidence of smoke upon engine shutdown was due to engine run down time procedure not being followed due to using the fuel shut off lever.</i></p>					
SA365 Dauphin	ARRIEL	Maintenance	Unknown	12/03/2012	201202641
<p><i>Incorrect torque loading of retaining nuts on LH engine support tube. A considerable amount of fretting was found between the two sections of the engine support tubes. This was due to the retaining nuts having lost torque. Both tubes replaced as out of limits.</i></p>					
Scout	OTHER	Approach	Nr Collingtree	24/03/2012	201203202
<p><i>UK Reportable Accident: A/c planning to land at hotel when it encountered vortex, lost control and fell to the ground. Subject to AAIB AARF investigation. Substantial damage to tail rotor. Other damage to be assessed.</i></p>					

SECTION 3 : OTHER

Airship LIMBACH Maintenance Damyns Hall 23/03/2012 201203136
Airfield

During a routine Daily Inspection, staining was noticed on the LH fuel line coming out of the fuel tank and on the area directly below. Investigations found a very slow leak in the middle of the fuel line. Fuel line replaced.

Balloon	NOT APPLICABLE	Descent	Syerston	22/03/2012	201203276
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Infringement of the Syerston ATZ (Class G) by a hot air balloon at 300ft. No radio contact established.

Balloon	NOT APPLICABLE	Flight	Bozeat	25/03/2012	201203071
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UK Reportable Accident: Balloon struck electricity pylon, leaving the basket hanging from wires. Three POB, minor injuries. Subject to BBAC investigation.

***** End Of Report *****

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
RAW	Runway
ScACC	Scottish Area Control Centre
SOP	Standard Operating Procedure
TDA	Temporary Danger Area
VATDA	Volcanic Ash Temporary Danger Area
VCR	Visual Control Room (Tower)

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

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 May 2012 and 31 May 2012

SECTION 1 : FIXED WING AIRCRAFT

Aquila AT01 UNKNOWN Cruise Southampton 23/05/2012 201205569

Infringement of the Southampton CTR (Class D) by an Aquila AT01 at 1300ft squawking 7000. Blind calls made with no response. Traffic info given. Standard separation maintained.

ASW20 NOT APPLICABLE Landing Parham 27/05/2012 201205883

UK Reportable Accident: A/c crashed on landing. One POB with injuries. A/c extensively damaged. Subject to investigation by BGA (AAIB delegated).

ASW24 NOT APPLICABLE Flight Dunstable 30/04/2012 201204627

UK Reportable Accident. Glider crashed in a field nose first. A/c sustained substantial damage. One POB with fatal injuries. Subject to AAIB Field Investigation.

BE200 Super King Air P&WC PT6A Cruise South of Brecon 13/04/2012 201204222

Altitude deviation (level bust). Confusion over cleared level.

Pilot requested FL240 and thought that clearance had been given so commenced climb. On reaching FL168 ATC instructed a/c to stop climb FL170. The findings reported that BE20 a/c transferred from Cardiff Radar to London S5, northbound, in the climb to FL150. (Not FL160 as stated in pilot report). Pilot asked desired cruising level and responded FL230. Controller offered either FL220 or FL240 and asked which the pilot would prefer. Pilot replied "FL240". BE20 then commenced climb. Climb spotted by ATC (No Mode S SFL available) and controller stopped climb at FL170. Pilot apologised on RTF. Other northbound traffic at FL180 in proximity to BE20.

BE200 Super King Air P&WC PT6A Climb Northolt 19/04/2012 201204212

Altitude deviation (level bust).

A/c was cleared to FL80 but was observed passing FL82 for FL87. ATC cleared a/c to FL120 and the standard pressure setting was confirmed.

BE200 Super King Air P&WC PT6A Flight Cranwell 19/04/2012 201204227

Flap failure.

During standard recovery after a simulated stall in the finals, the flaps failed to move from approach to up. The rest of the standard stall recovery was successfully completed and the a/c was levelled at FL120 to attempt diagnosis of the flap problem. The flap selector was reset to the approach position and the flap C/Bs were checked. Neither C/B had popped, and so a further up flap selection was attempted again unsuccessfully. The flap selector was then returned to the approach position and was left there for the duration of the flight. The flap system micro switches were examined, the plastic weather protecting cover was found to be restricting the microswitches. The cover was repositioned to give adequate clearance. Microswitches cleaned, lubricated and flap system functioned, all indications and operations satisfactory.

BE200 Super King Air UNKNOWN Climb Cranwell 20/04/2012 201206003

A/c returned due to escaping air from cabin door.

During the climb, a whistling noise was heard which increased in volume and was assessed to be air escaping from the pressurised a/c. A/c landed safely.

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

BE200 Super King Air	P&WC PT6A	Approach	Glasgow	08/05/2012	201204973
<p><i>Altitude deviation (level bust).</i> A/c given descent to 3500ft but had an autopilot disengage and descended below level. This happened again when clearance was given to descend to 3000ft the a/c continued to descend to 2600ft. Pilot apologised and a/c climbed back to cleared level. Conclusion to report highlights that SOPs were not followed, with the commander failing to monitor the descent in relation to the ATC clearances thus permitting the a/c to descend below its assigned level. The First Officer elected at an inappropriate time to update the ATIS during the latter stages of the approach and also failed to monitor and challenge the descent in relation to the ATC clearance. Chief Pilot to review and amend relative company procedures and further individual training is to be undertaken.</p>					
BE200 Super King Air	P&WC PT6A	Cruise	En Route	10/05/2012	201205185
<p><i>Missed radio calls during cruise.</i> During a quiet phase of the flight, whilst working Scottish Control on 126.3, pilot tried to contact Carlisle on 123.6 on the secondary frequency using the same box. No answer obtained, therefore pilot reverted to Scottish on the primary frequency but mistakenly flicked the selector switch twice and the radio cycled through 126.3 back to 123.6. Pilot did not notice the error until some mins later. Pilot immediately called Scottish Control who had been trying to contact a/c.</p>					
BE200 Super King Air	P&WC PT6A	Taxi	Aberdeen	17/05/2012	201205288
<p><i>Pilot tube and engine cover not removed prior to departure.</i> An operational vehicle on patrol noticed a cover rolling behind the a/c. The pilot cover was seen still attached to the tube while a/c at holding point, ready for departure. ATC informed and liaised with crew who shut down a/c and removed the covers. Possible pre-flight check not carried out.</p>					
BE33 Debonair / Bon*	CONTINENTAL IO-620	Unknown	Fairoaks	24/05/2012	201205609
<p><i>Infringement of the London CTR (Class A) by a BE33 initially squawking 7000 at 2000ft resulting in a loss of separation. Heathrow southbound flights suspended. Traffic info given.</i> Squawk subsequently showed 0432 and Mode C confirmed as 2000ft. Appropriate CAA action is being taken as a result of this incident. See also 201205823.</p>					
BE33 Debonair / Bon*	CONTINENTAL IO-620	Cruise	Stansted	28/05/2012	201205823
<p><i>Infringement of the Stansted CTA (Class D) by a BE33 at 2400ft squawking 7000. Standard separation maintained.</i></p>					
BE58 Baron	CONTINENTAL IO-550	Cruise	Portsmouth	17/05/2012	201206370
<p><i>Infringement of active Danger Areas D037 and D038 (Portsmouth) by a BE58 squawking 1177. Pilot had been notified that D037, D038 and D39 were active and to remain outside.</i></p>					
BN2 Islander	LYCOMING O-540	Maintenance	Glasgow	22/04/2012	201204320
<p><i>Broken steering cable.</i> Nose wheel steering cable found broken at LH rudder pedal. LH and RH nose wheel steering cables replaced from rudder bar to intermediate lever. Steering cables from intermediate lever to nose leg inspected satisfactory. (Replaced at 300hr check 50hrs ago).</p>					
BN2 Islander T	UNKNOWN	Climb	Belfast	17/04/2012	201204090
<p><i>Altitude deviation (level bust).</i> Pilot had requested FL90 but ATC had not authorised any climb above 2000ft. Mode C indicated 2900ft so pilot was contacted and confirmed a/c had climbed through 2000ft.</p>					
BN2 Islander T	UNKNOWN	Flight	Stornoway	22/04/2012	201204284
<p><i>Following departure fuel discovered on runway adjacent to holding point A1 R/W18. Fuel also seen where a/c had started engines. On a/c return, it was confirmed fuel had been venting.</i></p>					

BN2 Islander T	ALLISON 250	Flight	Manchester	02/05/2012	201204787
<p><i>Intermittent transponder problems.</i> A/c operating in a busy TMA with a faulty Mode S transponder. The signal was intermittent and the Mode C was not showing when the Mode S was not operating correctly. This caused problems for the ATC services in a very busy area. Additionally, it was later revealed that the a/c was not Cat B during the flight in question.</p>					
BN2 Islander T	UNKNOWN	Flight	Manchester TMA	23/05/2012	201205545
<p><i>A/c operating in TMA at FL80 with no Mode C display. Recurring issue.</i> This situation has previously occurred. Pilot has been asked to check transponder is in Mode S operations and has confirmed that it is. Subsequent investigation confirmed faulty transponder.</p>					
BN2a Trislander	LYCOMING O-540	Descent	Southampton	16/05/2012	201205176
<p><i>Confusion over cleared level.</i> Initially cleared to 4000ft then while in descent given heading to intercept for runway but also thought given descent 3000ft. ATC challenged at 3600ft and a/c climbed back to 4000ft. Pilot apologised.</p>					
Cessna 120	CONTINENTAL C90	Cruise	London-Gatwick	24/05/2012	201205597
<p><i>Infringement of the Gatwick CTR (Class D) by a C120 squawking 7000. Traffic info and avoiding action given. Standard separation maintained.</i></p>					
Cessna 150	CONTINENTAL O-200	Maintenance	Farley Airstrip	30/03/2012	201204237
<p><i>Crack found in rear spar of LH wing.</i> The crack is in between and extending past the two centre rivets securing the flap track to the spar. No repair scheme for this area is shown in the manufacturers repair manual. Manufacturer was approached and has informed reporter that new replacements for this part are no longer available.</p>					
Cessna 150	CONTINENTAL O-200	Cruise	Manchester	14/04/2012	201203942
<p><i>Infringement of the Manchester CTR (Class D) by a C150 squawking 7350. Standard separation maintained. Mode S had failed to show registration.</i> It has subsequently been revealed that visibility in the low level route became poor due to fine rain, the major landmarks normally used were not visible and the pilot was not well acquainted with the local minor landmarks. Pilot extended his thanks to the controller who handled the incident.</p>					
Cessna 150	CONTINENTAL O-200	Climb	Humberside	12/05/2012	201205127
<p><i>Whilst carrying out circuits and during climb out, a/c requested immediate landing due to an engine power problem. No emergency declared and a/c landed safely with emergency services in attendance.</i></p>					
Cessna 152	LYCOMING O-235	Taxi	Shoreham	14/04/2012	201203975
<p><i>Runway incursion by a C152 observed travelling past K2. A/c had been instructed to vacate R/W02 right and hold at K2.</i> Take-off clearance was cancelled for a/c lined up on R/W07. Pilot subsequently apologised.</p>					
Cessna 152	LYCOMING O-235	Cruise	Birmingham	24/04/2012	201204396
<p><i>Infringement of the Birmingham CTA (Class D) by a C152 squawking 0243. A/c piloted by solo student on a cross country exercise. Standard separation maintained.</i> Shawbury were contacted and advised that the traffic was lost and had been instructed to turn onto a Northerly track for Tatenhill to clear the airspace, but continued for a few more miles before turning left to leave CAS. It has subsequently been revealed that the student mistook Cannock for Stafford. Appropriate follow up advice has been given.</p>					
Cessna 152	UNKNOWN	Cruise	Nottingham East Midlands	24/04/2012	201204387
<p><i>Infringement of the East Midlands CTA (Class D) by a C152 squawking 7000 indicating 2200ft. Standard separation maintained</i> Pilot had called routing Southbound and informed of base level of CAS in that area. A squawk of 4550 for positive identification was allocated and a/c then descended to 1400ft. ATC training in progress.</p>					

Cessna 162	LYCOMING O-235	Flight	Near RAF Kinloss	28/04/2012	201204537
UK Reportable Accident: A/c declared MAYDAY due to engine failure. Forced landing in a field. Two POB, no injuries. A/c sustained damage. Subject to AAIB AARF investigation.					
Cessna 152	LYCOMING O-235	Cruise	London-Heathrow	13/05/2012	201205045
Infringement of the London CTR (Class A) by a C152 squawking 7000 indicating 2000ft. Northbound departures from Heathrow suspended. Standard separation maintained. It has subsequently been revealed that the a/c was piloted by a solo student undertaking a cross country navigation exercise. Student flew wrong heading from wrong line of pilot's log and entered the London CTR. Further training to be provided before student undertakes any more solo navex.					
Cessna 172	LYCOMING O-320	Taxi	Eday Aerodrome	23/03/2012	201204261
Propeller strike during taxi along runway after landing. Propeller requires replacement.					
Cessna 172	UNKNOWN	Unknown	Syerston	22/04/2012	201204640
Infringement of the Syerston ATZ Gliding Site (Class G) by a C172, believed to be at approx 1500ft aal. Gliding site active during the infringement. Traffic info given. C172 approached from the West, turned directly overhead and departed to the Northwest. Two or three gliders were airborne at the time. No winch launches were in process.					
Cessna 172	LYCOMING IO-360	Cruise	Mayfield	30/04/2012	201204634
Infringement of the Gatwick CTA (Class D) by a C172 at 2300ft squawking 0012. A/c failed to respond to several calls. A departing a/c and an inbound a/c vectored clear. Standard separation maintained. Operator alerted and the CFI has been requested to give the pilot a full debrief.					
Cessna 177 Cardinal	LYCOMING IO-360	Cruise	Netheravon	08/04/2012	201203682
Alleged infringement of the Netheravon Parachute Drop Zone (Class G) by a C177. Traffic info given. STCA activated.					
Cessna 182 Skylane	CONTINENTAL O-470	Cruise	St Madoes	26/05/2012	201205939
Cessna 182 out on a parachute drop training exercise at 2500ft, reported an intense green laser light directed at the a/c. ATC and police notified. The perpetrators were on the Perth to Dundee dual carriage way bridge, St Madoes Perthshire.					
Cessna 206 Super Sky	LYCOMING TIO-540	Cruise	Leeds	04/04/2012	201203657
Infringement of the Leeds CTR (Class D) by a C206 squawking 2677 at 3500ft. Standard separation maintained. Pilot had requested a transit of CAS and was initially told to remain outside CAS. On being asked to squawk 2677 a/c was identified inside CAS and pilot informed.					
Cessna 206 Super Sky	UNKNOWN	Cruise	RATSU	11/04/2012	201203881
Infringement of the Oceanic CTA (Class A) by a C206 at FL100. A/c had deviated 26nm West of track due weather avoidance. A/c had been cleared direct to RATSU and had been coordinated with Reykjavik. Pilot had initiated own weather avoidance action without clearance first, as he was not in contact with anyone at this point. No traffic to affect coordination between Shanwick and Reykjavik.					
Cessna 208 Caravan 1	P&WC PT6A	Take Off	Netheravon	08/05/2012	201204928
Runway excursion following rejected take-off. A/c failed to accelerate past 65-70kts on take-off run so decision was made to abort the take-off. However, despite applying full reverse and brakes, the a/c was unable to come to a full stop prior to the end of the runway and eventually stopped approximately 10-15m inside a neighbouring field. No injuries to POB and no damage to a/c which was subsequently checked by a licensed engineer. Ground runs and air test did not duplicate the fault.					

Cessna 404 Titan	CONTINENTAL GTSIO520	Approach	Nottingham East Midlands	19/04/2012	201204233
<p><i>Go-around flown due to landing gear indications.</i> When gear down was selected only two green lights illuminated. Missed approach carried out and gears recycled, still with no indication. Light bulbs tested and changed and three greens were indicated. A/c landed safely. Engineering inspection and review concluded that the filaments had been installed for some time and that as all a/c carry spares no further action is deemed necessary.</p>					
Cessna 421 Golden Eagle	CONTINENTAL GTSIO520	Landing	Bournemouth	16/05/2012	201205219
<p><i>UK Reportable Accident. Nosewheel shimmy on landing, a/c veered left. Both propellers struck ground and nose collapsed as a/c came to rest on the grass. Three POB no injuries. AAIB AARF investigation.</i> A/c came to rest on grass at side of runway, sustained damage to tyre, nosewheel struts, underside of nose and both propellers.</p>					
Cessna C525 Citationjet	UNKNOWN	Approach	Farnborough	24/04/2012	201204443
<p><i>Go-around due to undercarriage indication problems. A/c landed safely with fire service in attendance.</i> Visual indication from ATC tower was that undercarriage was down. Pilot believed that green light indication was unserviceable.</p>					
Cessna C525 Citationjet	UNKNOWN	Climb	London-Gatwick	23/05/2012	201205606
<p><i>C525 climbed straight to 6000ft on departure. SID has a stop altitude of 4000ft. A/c called climbing through 5000ft. Standard separation maintained.</i></p>					
DH89 Rapide	GIPSY QUEEN	Initial Climb	Coventry	05/05/2012	201205159
<p><i>A/c returned due to partial engine failure.</i> Shortly after take-off the RH engine lost power and began vibrating moderately. A/c landed safely. Upon inspection the nr4 cylinder head rocker section was found broken, rendering the valve mechanism inoperative. Replacement cylinder head fitted.</p>					
Diamond DA42 Twin Star	THIELERT TAE 125-02	Approach	Cardiff	19/04/2012	201204208
<p><i>Loss of communications on final approach. A/c landed and reported communication problems to ATC.</i> A/c had been handed over by Radar to Tower frequency from which point there were no communications. Landing clearance broadcast blind and a/ds lamp used to reinforce landing clearance. Investigation found that the a/c had been transferred to the wrong tower frequency by the ATC.</p>					
Diamond DA42 Twin Star	THIELERT TAE 125-02	Approach	Prestwick	27/04/2012	201204719
<p><i>On approach at 1600ft engines throttled back to reduce speed, RH engine continued to reduce power, propeller feathered and engine cut out. Checklist carried out and a/c made safe landing.</i> Investigations found that RH prop valve was defective. Component replaced and a/c returned to service.</p>					
Diamond DA42 Twin Star	UNKNOWN	Flight	Prestwick	29/04/2012	201204720
<p><i>A/c returning due to fluctuating RH engine which had been shut down as a precaution.</i></p>					
Diamond DA42 Twin Star	THIELERT TAE 125-02	Flight	Rugby	30/04/2012	201204610
<p><i>Single engine landing following in-flight engine shutdown.</i> Training flight practising engine shutdown and re-start. RH engine shut down correctly and the un-feathering drill followed but the propeller did not un-feather. When engine starter was cranked there was excessive vibration so elected to leave the engine feathered and return. A/c landed safely but was unable to turn fully so had to be pushed from the runway. Emergency services in attendance.</p>					
Diamond DA42 Twin Star	THIELERT TAE 125-02	Descent	Bournemouth	02/05/2012	201204708
<p><i>Primary and secondary returns for inbound DA42 disappeared. Radar was subsequently closed and a procedural service established.</i></p>					

Diamond DA42 Twin Star	THIELERT TAE 125-02	Approach	Coventry	03/08/2012	201205833
<p><i>LH engine operating with reduced power.</i> Different throttle positions were required to obtain symmetric load. During the go-around, 100% load was obtained on the RH engine but only 70% on the LH engine. Troubleshooting checklist actioned but 'eco swap' and 'alternate air' made no difference. (The a/c had previously been in icing conditions). When a/c levelled at 3000ft, the instructor selected cross-feed on the LH engine and the problem was rectified. However, as power was reduced on the approach the problem recurred and full LH power lever movement achieved only 50% load. All engine and system indicators were normal and there were no warnings displayed. A/c landed safely.</p>					
Diamond DA42 Twin Star	THIELERT TAE 125-01	Climb	Southampton	15/05/2012	201205184
<p><i>Infringement of the Solent CTA (Class D) by a DA42 squawking 7000 at 2300ft. Standard separation maintained. ATC training in progress.</i> A/c called Bournemouth after leaving CAS and squawk changed to 7350.</p>					
Diamond DA42 Twin Star	THIELERT TAE 125-02	Maintenance	Garnston	22/06/2012	201205561
<p><i>Cracked lower torque link.</i> During scheduled 200hr annual inspection of NLG, lower scissor link was found to be cracked. Reporter states that this defect has been found on five other a/c during the past four years.</p>					
Diamond DA42 Twin Star	THIELERT TAE 125-01	Maintenance	Garnston	22/05/2012	201205519
<p><i>During scheduled maintenance, elements of main landing gear found to be showing signs of corrosion. Corrosion had been detected on previous occasions. A/c ferried to manufacturer for investigation.</i> Investigation and rectification work carried out by manufacturer at factory. Owner suspects that corrosion is caused by galvanic or dissimilar metal corrosion. A/c is based in an area close to two large bodies of water which is causing a more severe type of corrosion.</p>					
Diamond Star DA40-TDI	THIELERT TAE 125-01	Cruise	Honiley	11/04/2012	201203812
<p><i>Infringement of the Birmingham CTA (Class D) by a DA40 at 3000ft. Traffic info given. Standard separation maintained.</i></p>					
Diamond Star DA40-TDI	THIELERT TAE 125-01	Flight	Worthing	18/03/2012	201205392
<p><i>VFR a/c flying in cloud due sudden weather deterioration.</i> During a high ATC workload due to deteriorating weather conditions and low cloudbase, various IFR a/c were inbound with other VFR a/c requesting to rejoin. The subject a/c on VFR called in at Worthing requesting crosswind for R/W20 however, the a/c was not in this location and flying in cloud. D&D alerted. The subject a/c was seen at 2400ft and eventually diverted to Goodwood.</p>					
Diamond Star DA40-TDI	THIELERT TAE 125-01	Landing	Turweston	26/05/2012	201205819
<p><i>A/c landed on closed runway.</i> Pilot had failed to obtain prior permission as required and had not obtained the route NOTAMS. There was a NOTAM in place for this runway as it was closed for resurfacing. Further to this, the pilot had failed to make contact with the airfield radio operator.</p>					
Elfe S4A	NOT APPLICABLE	Landing	Pocklington	16/04/2012	201204256
<p><i>Wheels-up landing. One POB no injuries. A/c damage to be fully assessed.</i></p>					
Europa	ROTAX 900	Flight	En Route	28/04/2012	201204693
<p><i>UK Serious Incident. LH side door opened in flight at 120kt. Damage to perspex, supporting strut and door. Two POB, no injuries. Subject to AAIB AARF investigation.</i></p>					
Europa	ROTAX 900	Landing	Sleap	06/05/2012	201205313
<p><i>UK Reportable Accident. Following two go-arounds a/c landed and bounced three times. On third bounce propeller struck ground stopping engine. Two POB no injuries, propeller damaged. Subject to AAIB AARF investigation.</i></p>					
Glider	NOT APPLICABLE	Landing	Moska Hill	12/06/2012	201205238
<p><i>UK Reportable Accident. Landing accident. Damage to fuselage. One POB no injuries. Delegated to BGA.</i></p>					

Grob G115	LYCOMING AEIO-320	Landing	Dundee	03/05/2012	201204740
UK Reportable Accident: After landing, the a/c vacated the runway and continued across the grass, colliding with several objects. One POB no injuries. Subject to AAIB AARF investigation.					
Grumman AA1	LYCOMING O-235	Taxi	Hawarden	11/04/2012	201203831
Runway incursion by a Grumman AA1C that was instructed to hold at D, however it took a wrong turning and proceeded beyond the hold at A. No other a/c affected.					
Grumman AA5	LYCOMING O-360	Maintenance	Not Applicable	27/04/2012	201204851
Incomplete a/c records - ARC Issue. Whilst researching a/c Log Book records, it became apparent that recent re-upholstery had taken place without the appropriate certification documentation. Additionally, the a/c had not been re-weighed in lieu of this work and the annual maintenance had been carried out by a non-approved organisation.					
H36 Dimona	ROTAX	Climb	MONTY	15/04/2012	201203956
Infringement of the Airway N864 by an HK36 squawking 7000 observed at FL85 and seen to climb to FL89. Standard separation maintained. No traffic to affect at the time. A/c identified via Mode S and subsequently seen to leave CAS to the West into the North Wales area.					
Jabiru	JABIRU 2200	Landing	Llewini Parc	12/04/2012	201204196
A/c caught in crosswind on landing which lifted the wing, causing propeller to strike the ground. Damage to propeller tips and minor scrapes on LH wing.					
Jodel D18	VW	Take Off	Old Sarum	23/05/2012	201205915
UK Reportable Accident: Engine failure on take-off, a/c crashed in farmland beyond the runway. Two POB, minor injuries. A/c extensively damaged. Subject to AAIB AARF investigation.					
Jodel DR1050	CONTINENTAL O-200	Unknown	Romsey	08/04/2012	201203638
Infringement of the Southampton CTR (Class D) allegedly by a DR1050, North of Romsey tracking Eastbound. Possible a/c identity provided by Popham, who advised that the a/c had just called them from the Winchester area.					
Maule M7	LYCOMING O-540	Descent	Aberporth	16/05/2012	201205250
Infringement of Danger Area EG D201 (Aberporth) by a Maule M7 squawking 7000 descending through 1800ft. A/c identity confirmed by Haverfordwest. Pilot apologised. Although he had checked the daily NOTAMs he was not aware of the D201 complex status as a permanent Danger Area. Differences between the overland (D202) and oversea (D201) complex were explained and for future reference, pilot was made aware of the ATSOCAS and Danger Area Crossing Service.					
Motor Glider	LIMBACH	Flight	Storrington	29/05/2012	201206847
UK Reportable Accident: A/c struck trees on rising ground and crashed. Two POB no injuries. Extensive damage to a/c. Subject to investigation by BGA.					
Piper PA28	LYCOMING O-320	Cruise	Southampton	13/04/2012	201203933
Infringement of the Solent CTA (Class D) by a PA28 squawking 2650 indicating 2800ft. Standard separation maintained. ATC training in progress. It has subsequently been confirmed that the pilot was avoiding weather, due to local Cb, and deviated to the South of his planned track and has apologised.					

Piper PA28	LYCOMING O-360	Approach	Little Rissington	14/04/2012	201204625
PA28 made an approach and go-around without RT contact. Subsequently discovered that the pilot had become unsure of his position and mistook Little Rissington for Enstone. The pilot on being contacted apologised for the incident.					
Piper PA28	LYCOMING O-320	Landing	Exeter	16/04/2012	201204167
After normal approach and landing a/c swung to left and departed runway stopping 100m from runway. Fire service deployed, no injury or damage reported.					
Piper PA28	UNKNOWN	Unknown	NEDUL	17/04/2012	201204083
Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 indicating 2900ft, tracking North Eastbound. Standard separation maintained. ATC training in progress. Bournemouth were telephoned who could see its callsign on Mode S. A/c then changed to a 7351 squawk and contact descended out of CAS.					
Piper PA28	LYCOMING O-320	Taxi	Turweston	30/04/2012	201204990
A/c struck a parked car on the apron. Damage caused to both a/c and vehicle. A/c taxiing and avoiding the wet grassed area as instructed, clipped a car with the LH wing whilst turning. The car was parked next to an a/c and the tailgate was open as the owner was unloading. The a/c's navigation light and the rear window of the car were broken. No injuries reported.					
Piper PA28	LYCOMING O-320	Landing	Garnston	02/05/2012	201204753
During landing roll a/c veered left and came to a stop on the runway safety strip. A/c then taxied back onto runway to vacate as normal.					
Piper PA28	LYCOMING O-320	Unknown	Brize Norton	05/05/2012	201204789
Infringement of the Brize Norton CTR (Class D) by a PA28 squawking 7000. A/c identified through Oxford ATC. Standard separation maintained. Brize Norton contacted Oxford ATC who confirmed they were working an a/c that was "lost in cloud". Oxford ATC volunteered to instruct PA28 to vacate Brize Norton CTR. PA28 continued inside CTR for approx 2nm before making a LH turn and slight descent to leave. Oxford ATC reported they would talk to pilot about the incident.					
Piper PA28	CONTINENTAL TSIO-360	Flight	Hawarden	10/05/2012	201204976
As undercarriage was retracted a loud crack was heard. Undercarriage then extended normally and three greens seen. Subsequent inspections found the shimmy damper assembly missing from the nose gear. The mounting bracket was bent and the actuating arm snapped.					
Piper PA28	LYCOMING O-360	Approach	Jersey	11/05/2012	201206242
Partial radio failure. A/c squawking 7600. Controller managed to establish one-way communication, verified with the 'ident' feature on the transponder which enabled the a/c to be controlled and instructions acknowledged using this method. A/c landed safely.					
Piper PA28	LYCOMING O-320	Approach	Newcastle	12/05/2012	201205187
Radio failure on approach. When rejoining the circuit to land, radio transmissions were intermittent and a/c changed squawk to RCF. Blind transmissions from the tower for finals and landing were acknowledged with the speechless code. A/c landed safely.					
Piper PA28	LYCOMING O-320	Climb	Bournemouth	12/05/2012	201205144
Bang heard from engine accompanied by smell of fuel. MAYDAY declared and a/c returned. Crack was found around nr2 cylinder. Report is being made to the engine manufacturer.					
Piper PA28	Lycoming O-360	Cruise	Southampton	15/05/2012	201205146
Infringement of Southampton CTR (Class D) by a PA28 squawking 0011. Pilot allegedly stated they entered CAS to avoid weather.					

Piper PA28	UNKNOWN	Cruise	Nottingham East Midlands	15/05/2012	201205143
Infringement of the East Midlands CTR (Class D) by a PA28 squawking 4550 at 2000ft. Standard separation maintained. A/c was instructed to squawk 4550, orbit left and then instructed to track Southbound until advised outside of CAS. Pilot had earlier been instructed to remain outside of CAS, given QNH and a Basic Service.					
Piper PA28	UNKNOWN	Climb	Alexander	27/05/2012	201205712
Infringement of the Glasgow CTR (Class D) by a PA28 initially squawking 7401 at 5000ft. Pilot had been advised not above 5000ft and to obtain his clearance from Glasgow. A/c originally at 5500ft. Standard separation maintained. Pilot believed he had been cleared to transit the Glasgow CTR from the FIR.					
Piper PA30 Twin Comanche	UNKNOWN	Unknown	BADIM	10/04/2012	201203807
Infringement of Airway L9 in the BADIM area by a PA30 at FL80. Standard separation maintained. PA30 was on Bristol Filton frequency. No other a/c on Bristol International frequency or in the area at the time.					
Piper PA31	LYCOMING TIO-540	Cruise	En Route	18/04/2012	201204114
Altitude deviation (level bust). Discrepancy over cleared level. ATC stated cleared level of FL60. Pilot convinced clearance of FL70 was issued. Instructed to descend to FL60.					
Piper PA31	LYCOMING TIO-540	Climb	Polehill	20/04/2012	201204282
Infringement of the Manchester TMA (Class A) by a PA31 squawking 7000 climbing through 3700ft. CAIT activated. A/c confirmed by Mode S. London FIR initially confirmed that they were not working the a/c, but squawk then changed to 1177 and FIR were informed and pilot was informed of the infringement. It has subsequently been revealed that the pilot had perceived the base level of the Manchester TMA to be 4500ft. In addition, the new frequency for Leeds had been overlooked during the planning stage, which would have enabled the pilot to communicate his intention to climb to 4000ft. Pilot acknowledged his error.					
Piper PA31	LYCOMING TIO-540	Approach	Southend	01/05/2012	201204722
RH main landing gear showed gear unsafe. Go-around flown. Gear recycled with same problem. Checklist consulted and MAYDAY declared. A/c landed and stopped on runway for inspection by fire services.					
Piper PA31	UNKNOWN	Landing	Southend	01/05/2012	201204882
Go-around due to unsafe gear warning. After recycling gear problem remained, MAYDAY declared and a/c landed without incident. A/c stopped to lock gear prior to towing off runway.					
Piper PA32	Lycoming IO-540	Taxi	Dundee	20/05/2012	201205499
A/c struck and damaged a taxiway light whilst taxiing. A/c declined offer by fire service to check undercarriage for damage. Glass and debris cleared from apron.					
Piper PA34 Seneca	AUSTRO E4 (AE300)	Cruise	Bournemouth	30/04/2012	201204657
Incorrect Mode S, C and altitude displayed for PA34 at 5000ft cleared for ILS approach RW08. Details were for another a/c 13nm East/North East at 1700ft.					
Piper PA34 Seneca	CONTINENTAL TSIO-360	Approach	Oxford	16/05/2012	201205531
PA34 instructed to remain in the hold maintaining 3500ft allegedly flew an IFR approach without clearance. Pilot had been reminded more than once that he was not cleared for the procedure.					
Piper PA44 Seminole	LYCOMING TIO 360	Flight	Coventry	13/05/2012	201205135
PAN declared and a/c returned due to rough running engine. A/c landed safely with emergency services in attendance.					

Piper PA44 Seminole	LYCOMING O-360	Other	Cranfield	19/05/2012	201205528
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PA44 descended below cleared altitude during a go-around on ILS approach RW21. ATC called a go-around due PA38 on RW03 line-up. PA44 had previously been instructed to report established on ILS RW21. When the PA44 called established, ATC then asked the a/c to report descending on the glideslope. Pilot responded a/c already descending on the glideslope. PA38 already on line-up was unable to vacate back onto Taxiway F. A range check showed the PA44 at 3nm, therefore a go-around was called 'not below 800ft QNH with a/c lined up RW03'. PA44 was observed visually at 100-200ft on short final RW21. PA44 instructed to go-around immediately. Pilot responded that they were whilst the a/c was observed still descending.

Pitts Special	LYCOMING AEIO-360	Aerobatics	Whitchurch-on-Thames	22/05/2012	201205801
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Canopy separated during aerobatic practise.

The pilot thought that the canopy had been closed and latched securely, as heard and felt latch click into place. The canopy, when not fully closed, can unlock when subjected to negative 'g'. During aerobatic manoeuvre, canopy separated from the a/c. A witness mark on the locking block suggested rearward movement of the locking arm in an 'almost locked' position. It is felt that the locking knob did not fully reach the fully closed position despite the pilot's belief that it was closed. A suitable marking of the locking mechanism will be investigated to help assist pilots in the future.

Rans S8	ROTAX	Approach	Chase Farm Airstrip	24/05/2012	201205817
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UK Reportable Accident: A/c clipped trees and crashed to the ground from approx 15-20 feet. Two POB no injuries. Substantial damage to a/c. Subject to AAIB AARF investigation.

Raytheon 390 Premier 1	UNKNOWN	Climb	Isle of Man	18/04/2012	201204245
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A/c cleared to FL55 observed levelling at FL63. Flight crew had incorrect altimeter setting.

Raytheon 390 Premier 1	UNKNOWN	Flight	Jersey	02/05/2012	201204782
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Altitude deviation (level bust) during training exercise.

A/c cleared to operate between FL60 and FL90. The a/c descended to FL43 before realising the error and reporting climbing back up to FL60. ATS investigation findings show that the crew were carrying out a sortie which involved recovery techniques from unusual attitudes and an incorrect technique had resulted in the level bust. The controller had approved the training operation in this area while the traffic was light but the investigator concluded that the a/c should have been approved to operate in an less busy area of airspace.

Raytheon 390 Premier 1	WILLIAMS FJ44-2	Descent	Glasgow	23/05/2012	201205627
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Multiple system failures during descent and approach.

In descent between FL140 and FL70 the autopilot and yaw damper disconnected with 'Rudder Boost Fail', 'Pitch Trim Fail' and 'Pressurisation Controller Fail'. Nav 2 and Com 2 displays appeared yellow in the CDU. Map display disappeared from the Co-pilot's PFD and 'RDR fault' displayed. Checklists actioned. Flight crew elected to continue the approach. Nav 2 was successfully tuned and used as a backup during a normal ILS approach which was carried out in good VMC. Intermittent stick shaker activation was experienced during the final few hundred feet at speeds well above the red low speed cue. The shaker was accompanied by the 'Right Stall Fail' annunciator. A/c landed safely. Tech Log entry made and incident reported and discussed at length. A/c ground tested but no faults could be replicated. Investigation is ongoing.

Robin 289	LYCOMING O-235	Taxi	Cardiff	10/04/2012	201203784
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Runway incursion by a Robin 200 that was correctly observed holding at H. However when ATC started to transmit clearance to proceed to take-off the a/c was observed crossing the red stop bar. Pilot apologised. ATC reiterated that a red stop bar should never be crossed.

Robin 400	UNKNOWN	Cruise	D202A and D201	18/05/2012	201205222
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Infringement of Danger Areas D202A and D201 by a DR400 squawking 7000. Blind transmissions made with no response. Attempts to contact a/c via D&D and London Information also unsuccessful.

Rockwell 114	LYCOMING IO-540	Flight	Guernsey	06/05/2012	201204808
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A/c unable to lower undercarriage. Undercarriage lowered using emergency lowering gear. Flypast performed to check status of undercarriage, a/c landed safely.

Sky Arrow 650 TC	ROTAX 900	Cruise	Mayfield	13/05/2012	201205539
Infringement of the Gatwick CTR and CTA (Class D) by a Sky Arrow 650 squawking 7000. Several calls made with no response. Standard separation maintained.					
Sky Arrow 650 TC	ROTAX 900	Climb	Mayfield	23/05/2012	201205607
Infringement of the LTMA (Class A) and the Gatwick CTA (Class D) by a Sky Arrow 650 squawking 7000. Mode C indicated between 2500ft and 2600ft. A/c identity confirmed by Mode S. The investigation into this incident has concluded that this was a result of a minor altimeter setting error and that standard separation was maintained. See also 201205539.					
Socata TB10	Lycoming O-360	Climb	London-Heathrow	05/06/2012	201204794
Infringement of the London TMA (Class A) by a TB10 squawking 5036 at 2900ft. Traffic info given. Standard separation maintained. ATC training in progress. Inbound B747s descent was stopped and allowed to continue on heading until traffic was clear, before being vectored for approach R/W09L.					
Socata TB20	LYCOMING IO-540	Approach	Bristol Filton	28/04/2012	201204639
A/c with landing gear problems. Pilot requested low fly-past tower inspection of landing gear. This took place twice and visual inspection confirmed that gear appeared normal. The pilot then elected to make a glide approach as indications were still showing only two green lights. A/c landed safely with emergency services in attendance.					
Socata TBM700	P&WC PT6A	Climb	White Waltham	19/04/2012	201204183
Altitude deviation (level bust). A/c cleared to FL120 was observed climbing despite his selected level being FL120. Determined to be manual flying and instructed to return to cleared level which was complied with. In addition the pilot had also turned too far, possibly mistaking the given heading of 205 to be 265. Pilot apologised. NATS report confirms that the pilot also had the incorrect barometric pressure setting.					
Socata TBM700	UNKNOWN	Flight	Manston	21/04/2012	201204270
A/c diverted en-route due to engine problem.					
Socata TBM700	UNKNOWN	Climb	Cambridge	26/04/2012	201204478
Level bust. A/c cleared to FL80, observed at FL85. ATC challenged pilot who immediately noticed his error and stated he had been distracted.					
Stampe Sv4	RENAULT PO	Flight	Bristol Filton	17/05/2012	201205529
Forced landing into field. A/c (without a transponder) reported unable to make it to airfield due to engine problems and advised of intention to land on a farm strip in sight. A nearby a/c on frequency was directed to last believed position of a/c and reported back that a/c was sighted and had landed safely. All relevant agencies informed.					
T Minimax	UNKNOWN	Flight	Ashwell	18/05/2012	201205368
UK Reportable Accident. A/c crashed on farmland. One POB with serious injuries. A/c damaged. Subject to AAIB Field Investigation.					
Vans RV8	LYCOMING O-360	Flight	En Route	21/04/2012	201204361
Suspected infringement of CTA due to a faulty transponder giving false readings.					
Vans RV8	LYCOMING IO-360	Unknown	Daventry	21/04/2012	201204271
Infringement of the Daventry CTA (Class A) by a Vans RV6 (initially unknown) squawking 7000 indicating 5000ft. Approx 2mins later, a/c re-entered CAS for a second time. A/c identified via Mode S.					
Ventus	NOT APPLICABLE	Landing	Nympsfield	13/05/2012	201205239
UK Reportable Accident. A/c ground looped on landing. One POB no injuries. Extensive damage to a/c. AAIB have delegated investigation to BGA.					

SECTION 2 : ROTARY WING AIRCRAFT

Agusta A109	UNKNOWN	Landing	W London Shooting School	02/05/2012	201204734
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UK Reportable Accident. During landing main rotor made contact with a branch. Two POB no injuries. Damage to rotor tips and possible shock loading to engine. Subject to AAIB AARF investigation.

Agusta A109	OTHER	Landing	Helsby	04/05/2012	201204821
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UK Reportable Accident. A/c drifted slightly backwards on landing and tail rotor struck hedge at the back of the helipad. Total POB unknown, damage to TR Blades. AAIB AARF investigation.

Bell 212	P&WC PT6T	Approach	Middle Wallop	01/05/2012	201204724
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A/c on final approach experienced uncommanded yaw to the right of up to 30deg. No instrument indications and during latter stages of landing a/c began to yaw to the right again. Once a/c landed, crew noted that pilot's HSI was spinning. Fault disappeared on deselection of the SAS system. Pilot's Tarsyn Gyro replaced and system tested satisfactorily.

Bell 412	P&WC PT6T	Landing	Holyhead	08/05/2012	201204873
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Rotor brake caption in flight, failed to extinguish. When the caption illuminated, the position of the rotor brake handle was checked and confirmed to be in the 'fully off' and stowed position. After landing off aerodrome, the handle was shifted and re-housed several times but the caption remained on throughout. A/c shut down and engineering assistance sought.

Boikow 105	ALLISON 250	Cruise	Winsford	08/05/2012	201204892
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Infringement of the Manchester CTR (Class D) by a Bo105 squawking 7000.

Boikow 105	ALLISON 250	Unknown	Manchester Barton A/F	12/05/2012	201205034
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Infringement of the Manchester Barton ATZ (Class G) by a Bo105 at 1000ft. No RT contact. Traffic info given. Departures stopped until helicopter was South of the climb out. Manchester confirmed that the a/c was in receipt of a Basic Service from them.

Boikow 117	ARRIEL	Maintenance	Unknown	19/04/2012	201204260
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Incorrect assembly of upper clamp on main rotor mast. During inspection it was noticed that the upper clamp was loose and the constant movement had worn a groove in the drive link assembly. The swash boot was also positioned incorrectly, possibly caused by the loose upper clamp. After repair, inspection is required to ensure secure assembly.

Boikow 117	UNKNOWN	Cruise	Belfast	29/05/2012	201205926
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BK117 on operational duties at 1500R, reported a green laser shone at the a/c from the Ballymurphy area.

Eurocopter EC155	ARRIEL	Hold	Thorpe	04/05/2012	201204813
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Alleged misrepresentation of a landing site. It is alleged that the site was changed to avoid a notified delay of at least 15mins. Also alleged that inappropriate RT transmissions were made.

Hughes 369 / 500	ALLISON 250	Maintenance	Sywell	23/05/2012	201205643
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Fracture found in engine's anti-ice tube assembly. Flared end found fractured and with 'pipe grip' like marks and deformed tubing. New serviceable tube assembly installed.

Robinson R44	LYCOMING O-540	Initial Climb	Peterculter	06/04/2012	201203603
<p><i>Infringement of the Aberdeen CTR (Class D) by an R44. Standard separation maintained.</i> ATC received a call from the pilot requesting a zone transit. A/c became airborne within the zone before the transit clearance had been issued. Pilot advised that zone entry clearance must be obtained on the ground prior to departure. No other a/c affected.</p>					
Robinson R44	LYCOMING O-540	Cruise	Southampton	05/05/2012	201204790
<p><i>Infringement of the Southampton CTR (Class D) by a R44 at 800ft. Traffic info given. Standard separation maintained. ATC training in progress.</i> Inbound EMB195 was broken off approach after being given traffic info. It is noted that the pilot did not seem aware that his intended routing would be inside CAS.</p>					
SA360 Ecureuil	UNKNOWN	Climb	Cranwell	04/05/2012	201205060
<p><i>A/c returned due to fuel imbalance.</i> Fuel gauge indications appeared to show that fuel was not transferring from the RH auxiliary tank. However, the 'No transfer' light did not illuminate. FRCs consulted and autopilot disconnected for return. A/c inspected and it was suspected that the float switch was stuck in tank empty position. RH auxiliary tank switch to be replaced following planned engine change.</p>					
SA360 Ecureuil	UNKNOWN	Parked	Shawbury	10/05/2012	201205556
<p><i>Engine retaining band broken.</i> During the walkround a metal band was seen loose in the engine bay. Engineering assistance sought and a metal engine retaining band was removed from the bay. Flight cancelled.</p>					
SA365 Ecureuil Twin	ALLISON 250	Cruise	Redhill	14/03/2012	201204063
<p><i>Excessive airframe vibration.</i> Pilot considered the vibration levels to be excessive so returned a/c to base for inspection. Hammer weights checked and re-balanced and a/c returned to service.</p>					
SA365 Ecureuil Twin	UNKNOWN	Approach	Bristol Filton	25/04/2012	201204838
<p><i>Loss of 122.275 MHz frequency for approx 2mins. AS355 on low approach called Tower for clearance.</i> ATC had been informed that the scheduled testing on standby radar frequency would not have any effect on the operation of the frequencies. However, a constant tone was heard on frequency and the radio was seen to drop out on receive intermittently. RT then lost for 2mins. Engineering were contacted and instructed to stop testing immediately until the problem was resolved.</p>					
SA365 Dauphin	ARRIEL	Parked	Blackpool	23/04/2012	201204469
<p><i>Engine nr2 chip caption illuminated.</i> Emergency checklist actioned and caption remained so engine shutdown. Inspection found no particles on the magplug. Plug cleaned and refitted and sample taken for spectro analysis. Ground run carried out satisfactorily. A/c returned to service.</p>					
SA365 Dauphin	ARRIEL	Landing	Oil Rig	24/04/2012	201204460
<p><i>Engine nr2 chip caption illuminated.</i> Emergency checklist actioned. Failure to clear the caption resulted in a shutdown offshore and engineers flown out to inspect the a/c. A small metal particle was found in one of the mag plugs. Cleaned and tested law procedures. Oil and filter changed and sample taken. A/c returned to service with 5hr re-inspection schedule on mag plugs.</p>					
SA365 Dauphin	ARRIEL	Parked	Oil Rig	25/04/2012	201204756
<p><i>Passenger injury.</i> A/c was parked head on into a 30kts wind. The helideck landing officer (HLO) was the last to board and on attempting to reach out to close the door he fell out onto the deck and suffered a minor head injury. Operator is reviewing HLO procedures and engineering investigating positioning of internal door handle.</p>					
SA365 Dauphin	ARRIEL	Flight	Blackpool	22/05/2012	201205512
<p><i>Uncommanded deployment of the Crash Position Indicator (CPI).</i> After the last flight of the day it was noticed that the CPI was missing. No cockpit indications were present. ATC conducted a search of the main runways and taxiways. ARCC were informed and confirmed that they had not, and were not, receiving any transmissions from the device. Local police informed.</p>					

Schweizer 300C	LYCOMING HIO-360	Descent	Leicester	23/05/2012	201205549
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Engine failure during approach.

Approximately 20mins into the training flight, the circuit was joined at 700ft for an autorotation to a power recovery. After entering the auto it became apparent that the engine had stopped. A full engine off landing was carried out safely and there were no injuries to the two POB. No damage to the a/c although the stinger touched the ground in the flare. AOG awaiting inspection.

Sikorsky S76	ARRIEL	Cruise	Humberside	09/04/2012	201204473
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Frequency 129.87 subject to interference leading to the frequency becoming unusable.

S76 experienced interference on 129.87 and were unable to communicate with offshore for approx 10mins. Reporter commented this type of occurrence had happened numerous times over the last few months. Subsequent investigations indicate the problem was due to a standby boat. No recurrence of the problem since 25 Apr 2012.

Sikorsky S76	ARRIEL	Take Off	Fairoaks	25/04/2012	201204464
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*A/c returned due to gearbox chip warning. Local standby was initiated.
A/c shut down and C/B reset. A/c continued to destination.*

Sikorsky S76	ARRIEL	Cruise	Swindon	28/04/2012	201205113
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S76 cruising at 1500ft was targeted twice by a green laser for approx 10secs each, from Minety near Swindon. Brize Norton and Police notified.

Sikorsky S76	ARRIEL	Parked	Farnborough	01/05/2012	201204866
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S76, parked on Northern apron, between bays 1 and 2, cleared to start, subsequently aborted start due to vehicles manoeuvring around the S76. S76 had started nr1 engine with rotor brake on and top anticol light active. Co-pilot in RH seat then observed vehicles appear from behind the S76 in the gap between the S76 and a jet in the next bay. Reporter commented this incident highlighted the need for awareness training for staff operating around helicopters who normally deal with jets.

***** End Of Report *****

ABBREVIATIONS

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

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

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Sep 2012 and 30 Sep 2012

SECTION 1 : FIXED WING AIRCRAFT

Acrosport	UNKNOWN	Flight	North Weald	26/08/2012	201210146
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Infringement of Stansted TMZ 2 (Class G). Mode C transponder not working, pilot not aware. The pilot believed that the Mode C was working. Once ATC communication was established the pilot recycled squawk and turned the transponder off and on which did not rectify the problem. ATC advised the pilot to get the transponder checked by maintenance.

Aero AT3	ROTAX 960	Landing	Fishburn	05/09/2012	201211066
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UK Reportable Accident: On landing, the a/c stalled onto the runway in a nose down attitude. Subject to AAIB AARF investigation.

BE200 Super King Air	UNKNOWN	Climb	En Route	25/07/2012	201208686
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A/c in climb given instruction to climb to 5000ft. No response from a/c received, several attempts made. A/c then appeared to have transponder issues. A/c appeared on radar squawking 7600 and made radio contact. Pilot informed ATC that there had been a loss of contact on one radio box and was using second. A/c instructed to recycle Mode Alpha and Charlie, during this time the a/c changed to a primary return on radar. A/c initially intended to return but as systems returned to normal elected to continue to destination.

BE200 Super King Air	P&WC PT6A	Circuit	Cranwell	01/08/2012	201209395
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Flaps failed to travel to selected position during go-around. Flap selection lever checked in circuit, the flaps successfully travelled to the 'up' position where they were kept for a flapless landing. Engineering investigation found that the micro switches were contaminated with oil. The components were replaced and tested.

BE200 Super King Air	P&WC PT6A	Climb	Cranwell	14/08/2012	201209713
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A/c diverted due to flaps failure. During training circuits, on the third touch and go, the flaps failed to retract from 'approach' setting to 'up'. Decision made to divert with flaps stuck in position. Investigation traced to microswitch fault.

BE200 Super King Air	P&WC PT6A	Parked	Cranwell	23/08/2012	201210231
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During pre-taxi checks flaps failed to move up when selected. Power supply checks carried out at brake relay C1. Relay replaced and functional checks carried out.

BE200 Super King Air	P&WC PT6A	Parked	Belfast City	28/08/2012	201210590
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Fuel leak of approx 2m square from relief valve under RH wing. Engineers stopped the leak and fire services attended and cleaned the spillage.

BE200 Super King Air	UNKNOWN	Descent	Benbecula	31/08/2012	201210462
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GPWS warning at 3100ft. A/c climbed in response, away from holding traffic.

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

BE200 Super King Air	P&WC PT6A	Descent	Glasgow	15/09/2012	201211168
<p>BE200 reported established on RAW23 Localiser and cleared to 3500ft. A/c descended to 2400ft. MSAW alert activated. A/c instructed to climb back to 3500ft, which was complied with. MSAW ceased.</p> <p>At 11DME the a/c was given descent to 3000ft and then cleared for an ILS approach. During the climb back to 3500ft, the GPWS 'Terrain' triggered.</p>					
BE23 Musketeer / Sun*	OTHER	Taxi	Fishburn	05/09/2012	201211312
<p>Whilst taxiing, a/c skidded on wet grass during a turn and collided with a hedge.</p> <p>The a/c had gathered more speed than the pilot had intended in taxiing downhill and due to the wet conditions the braking efficiency was reduced. Damage was caused to the wingtip and aileron, the stabilator and trim and the fuselage forward of the stabilator mounting.</p>					
BE33 Debonair / Bon*	CONTINENTAL IO-520 Cruise		Wolverhampton	07/09/2012	201210823
<p>Infringement of the Birmingham CTA-5 (Class D) by a BE33 at 3000ft. A/c responded to a blind transmission and was advised that the a/c was inside CAS. Standard separation maintained.</p> <p>A/c continued tracking towards the Snitterfield Gliding Area. Controller notified the pilot that the area was active and advised a left turn to avoid the area. A/c turned right. Appropriate CAA action is being taken as a result of this incident.</p>					
BE35 Bonanza	CONTINENTAL IO-470 Landing		Perranporth	22/08/2012	201211692
<p>UK Reportable Accident. A/c landed with nosewheel not locked down. One POB no injuries. Damage to engine, propeller blades, nose cowl and fuselage. Subject to AAIB AARF investigation.</p>					
BE99 Airliner	UNKNOWN	Descent	Coventry	23/08/2012	201210762
<p>BE99 on descent to Coventry targeted by a green laser.</p>					
BN2 Islander	UNKNOWN	Taxi	St Vincent	19/11/2011	201116058
<p>Rudder pedal failure during taxi. A snap sound was heard and felt on the rudder pedal and the a/c was brought to a halt on the ramp. The RH steering cable was found to have broken beneath the cabin floor. Cable replaced and a fleet check suggested.</p>					
BN2 Islander	UNKNOWN	Taxi	Monseratt	21/05/2012	201210336
<p>RH brake lost pressure during taxi to stand.</p> <p>Complete a/c brake system checked, RH park brake defective due to internal fluid leak</p>					
Buildog	LYCOMING IO-360	Other	Kemble	20/09/2012	201211580
<p>Buildog performed a touch and go whilst runway was occupied. A/c had been informed that the runway was occupied and a go-around had been suggested. Traffic info given.</p>					
Cessna 150	CONTINENTAL O-240	Unknown	DAYNE	02/09/2012	201210465
<p>Infringement of the Red Arrows RA (T) at Chatsworth Country Fair by a C150 squawking 6160 at 1800ft. Traffic info given. Standard separation maintained.</p> <p>Appropriate CAA action to be taken as a result of this incident.</p>					
Cessna 150	CONTINENTAL O-200	Flight	Mount Airey Airfield	04/09/2012	201210789
<p>MAYDAY declared due to rough running engine. A/c made a forced landing in a field.</p> <p>ATC lost comms and radar contact with the a/c after advising the pilot of his position and ascertaining that there were two POB. A microlight in the area over flew the area and confirmed that a/c was seen in a field with the occupants walking away. Local emergency services and D&D informed.</p>					

Cessna 150	CONTINENTAL O-200	Taxi	Gloucester-Staverton	09/09/2012	201210860
<i>C150 instructed to taxi to holding point E1 to cross RW27 was observed to have crossed active RW22 and holding at F2. Pilot apologised. No other a/c were affected.</i>					
Cessna 152	LYCOMING O-235	Cruise	Shawbury	20/03/2012	201209272
<i>Infringement of the Shawbury ATZ (Class G) by a C152. CFI concerned contacted and incident discussed. The a/c was checked and the compass appeared not to be aligned. Student pilot involved.</i>					
Cessna 152	LYCOMING O-235	Flight	En Route	18/08/2012	201209630
<i>PAN declared and a/c returned due to rough running engine. ATC provided steers and contacted the airfield for runway clearance and the a/c landed safely.</i>					
Cessna 152	LYCOMING O-235	Circuit	Prestwick	02/09/2012	201210821
<i>Possible RT failure during circuit. ATC made blind transmissions and initiated a local standby until a/c safely landed and back on the apron. The pilot had language difficulties and exchanges between the a/c and ATC were difficult to begin with. The pilot stated that he could not hear the controller on numerous occasions and then failed to respond to any further communications. The local procedure for RT failure was not followed. The a/c re-entered controlled airspace without a clearance, positioned for final and then over flew and made a further circuit before landing. Reporter states that the a/c's radio was checked after the flight and found to be serviceable.</i>					
Cessna 152	LYCOMING O-235	Unknown	Middle Wallop	07/09/2012	201210825
<i>Infringement of the Middle Wallop ATZ (Class G) by a C152 squawking 7000 with Mode C indicating 1000ft heading towards the airfield. Traffic info given. C152 observed making an abrupt RH turn in the Middle Wallop overhead and then tracking northbound. Pilot had been in contact with Thruxton Radio and confirmed that the flight was now joining from the South. Pilot subsequently informed that he had flown through the Middle Wallop ATZ without clearance.</i>					
Cessna 152	LYCOMING O-235	Circuit	Biggin	07/09/2012	201211021
<i>Infringement of the Biggin Hill ATZ (Class G) by a C152 squawking 7047. Pilot failed to comply with circuit joining instructions. Several a/c on the ground were delayed. Operator alerted.</i>					
Cessna 152	LYCOMING O-235	Cruise	P114	08/09/2012	201210849
<i>Infringement of Prohibited Airspace P114 by a C152 at 2000ft squawking 5065. Standard separation maintained. Southend ATC instructed C152 to leave the area to the Northeast. C152 subsequently left restricted airspace. Appropriate CAA actions is being taken as a result of this incident.</i>					
Cessna 152	Lycoming O-235	Unknown	Luton	13/09/2012	201211069
<i>Infringement of the Luton CTA (Class D) by an a/c squawking 7004 with Mode C indicating 5000ft. A/c later identified as a C152. Standard separation maintained. Infringer was not on frequency but was observed to have landed at Cranfield. TC telephoned Cranfield ATC who identified the a/c.</i>					
Cessna 152	LYCOMING O-235	Take Off	Carrickmoor Airstrip	22/09/2012	201211843
<i>UK Reportable Accident: Failed go-around attempt. A/c landed in a field and turned over. Two POB, no injuries. Substantial damage to a/c. Subject to AAIB AARF Investigation.</i>					
Cessna 170	OTHER	Unknown	Audley End	09/09/2012	201210866
<i>Infringement of the Red Arrows RA(T) by a C170 indicating 1100ft. Traffic info given. A/c undertaking a navigation exercise had called Farnborough LARS on becoming airborne. While tracking northbound and looking for the TMZ1 the a/c entered the RA(T). Farnborough LARS issued a 5035 squawk and appropriate advice was given for the quickest way to vacate the RA(T).</i>					

Cessna 172	LYCOMING IO-360	Cruise	Cockerham	03/08/2012	201209313
<p><i>Infringement of the active Cockerham Parachute Drop Zone (Class G) by a C172 at 2000ft.</i> The weather was VMC with good visibility. No radio comms were made between C172 and Cockerham control on frequency 129.900. Parachuting a/c was airborne and on the jump run at the time of the infringement. Blackpool ATC informed.</p>					
Cessna 172	LYCOMING O-320	Flight	En Route	22/08/2012	201210176
<p><i>MAYDAY declared and a/c returned with engine failure.</i> ATC informed D&D and contacted the airport via landline. The a/c landed safely.</p>					
Cessna 172	UNKNOWN	Landing	Shoreham	08/09/2012	201210886
<p><i>A/c diverted with radio/total electrics failure.</i> A/c was observed approaching RW20. Blind transmissions and light signals were made from the tower and the a/c landed and was met by emergency services.</p>					
Cessna 172	LYCOMING O-320	Approach	Shoreham	22/09/2012	201211609
<p><i>Alleged overload at Shoreham. C172 on approach was unable to report overhead airfield due to frequency being congested.</i></p>					
Cessna 172	LYCOMING O-320	Cruise	Between Barkway and Brookmans	23/09/2012	201211612
<p><i>C172 operating under IFR and IMC was refused a deconfliction service. Pilot was informed that this was due to airspace constraints.</i> Traffic info given but pilot was unable to see any of the traffic due to cloud.</p>					
Cessna 172	LYCOMING O-320	Landing	Mull	23/09/2012	201211693
<p><i>UK Reportable Accident. A/c was caught in a crosswind, made a hard landing and overturned. Two POB, one minor injury, one no injuries. A/c sustained substantial damage. AAIB AARF Investigation.</i></p>					
Cessna 172	LYCOMING O-320	Maintenance	Clacton	26/09/2012	201211779
<p><i>Unreported damage discovered during scheduled 50hr check.</i> Evidence of a hard or cross wind landing. Firewall creased on LH side adjacent to upper and lower nose leg mounts. No reports of abnormal occurrences available. Operator has been contacted, they are unaware of any reports made. Further investigations ongoing.</p>					
Cessna 208 Super Sky	CONTINENTAL IO-520	Descent	Jersey	05/09/2012	201210822
<p><i>MAYDAY declared due engine failure passing FL40 in descent. Partial power restored to enable a/c to land safely.</i></p>					
Cessna C610 Citation Mustang	UNKNOWN	Cruise	Woodley	18/09/2012	201211426
<p><i>C510 checked in on frequency which SW Deps had no details on. Flight had previously been operating on a different callsign, which the pilot changed en route.</i> Subject flight was the first flight of two being operated by the same operator to same destination at 10mins apart. Second flight subsequently operated on the initial callsign used by the first flight.</p>					
Cessna C525 Citationjet	WILLIAMS FJ44-3	Descent	Luton	09/09/2012	201210873
<p><i>C525 descending to 6000ft was observed descending through 4700ft on Mode C. A/c instructed to stop and climb back to 5000ft as he was outside CAS (Mode C now reading 4300ft).</i> Traffic info given. Airshow fast jet traffic in the FIR in the relevant area concerned.</p>					
Cirrus SR20	UNKNOWN	Cruise	ORIST	14/08/2012	201209634
<p><i>Infringement of Airway Q41 (Class A) by an SR20. It appears that the pilots chart did not have this Airway marked. Standard separation maintained.</i></p>					

Cirrus SR22	UNKNOWN	Climb	Biggin	20/09/2012	201211410
<i>Infringement of the Gatwick CTR (Class D) by an SR22 at 2400ft. Traffic info given. Standard separation maintained.</i>					
Corben	CONTINENTAL A75	Initial Climb	White Oxmead	09/09/2012	201210983
<i>UK Reportable Accident: A/c crashed into a field shortly after take-off. Minor injuries to one POB. A/c extensively damaged. AAIB AARF investigation.</i>					
CZAW Sportcruiser	JABIRU 3300	Initial Climb	Guernsey	09/08/2012	201208416
<i>A/c returned due to electrical failure shortly after take-off. Full emergency initiated and a/c landed safely.</i>					
CZAW Sportcruiser	ROTAX 900	Unknown	P114	31/08/2012	201210419
<i>Infringement of P114 by a CZAW Sportcruiser squawking 7010. Appropriate CAA action to be taken as a result of this incident.</i>					
DH Tiger Moth	GIPSY MAJOR	Parked	Duxford	18/09/2012	201211244
<i>Propeller struck ground crew member during hand starting. Ground crew primed the a/c before commencing hand start procedure, during which the propeller kicked back and struck the hand of the ground crew member.</i>					
DH89 Rapide	GIPSY QUEEN	Parked	Duxford	08/09/2012	201210843
<i>UK Reportable Accident: Engine fire on start up. Eight POB evacuated, no injuries. A/c lower wing damaged. Subject to AAIB AARF investigation.</i>					
Diamond Star DA40-TDI	THIELERT TAE 125-01	Unknown	London City	11/09/2012	201210991
<i>Infringement of Prohibited Zone P114 by a DA40 squawking 7000 indicating 2200ft. London City departures stopped. A/c identified on calling Southend and being given a squawk of 5061. Appropriate CAA action is being taken as a result of this incident.</i>					
Glider	NOT APPLICABLE	Take Off	Portmoak Airfield	04/09/2012	201210566
<i>UK Reportable Accident. Wing dropped during winch launch. Wing caught ground, a/c cart wheeled and became inverted. One POB with fatal injuries. A/c destroyed. Subject to AAIB Field Investigation.</i>					
Glider	SOLO	Landing	Cambridge Gliding Centre	08/09/2012	201211002
<i>UK Reportable Accident: Tail wheel struck a furrow at the edge of the airfield and the tail became detached. Two POB, no injuries. Investigation delegated to BGA.</i>					
Grob G115	Lycoming AEIO-320	Cruise	Dundee	08/08/2012	201208406
<i>A/c reported a slight fuel leak and requested a return. Local standby called. A/c landed safely back and shut down without further incident.</i>					
Grob G115	LYCOMING AEIO-320	Circuit	Dundee	19/08/2012	201208835
<i>A/c carrying out circuits requested to land due to a smell of smoke in cockpit. Landed safely with emergency services in attendance. Fire services inspected the a/c and although the smell of smoke was present, no signs of fire were evident. Upon opening engine cowling however, there was evidence of overheating adjacent to the exhaust section.</i>					

Grob G115	LYCOMING AEIO-360	Flight	Leeming	21/08/2012	201209976
RH fuel gauge frozen. Sortie terminated and a/c handed over to engineers.					
Grumman AA5	LYCOMING O-360	Taxi	Biggin	01/09/2012	201210694
Grumman AA5 landed RW21 instructed to vacate via 'J1' at the end of the landing roll, but was observed to vacate onto RW11. Pilot informed and instructed to vacate at 'F2'. Pilot had read back instruction correctly.					
Jabiru	JABIRU 2200	Take Off	Ince Airfield	12/08/2012	201209971
UK Reportable Accident. A/c took off, touched down, landing gear collapsed. One POB no injuries. Damage to landing gear, nosewheel, propeller and wing. Subject to AAIB AARF investigation.					
Jabiru	JABIRU 2200	Take Off	Normanton Airfield	09/09/2012	201211022
UK Reportable Accident. A/c stalled on take-off, approximately 10ft off the ground. Landed hard causing extensive damage. Two POB, no injuries. Subject to AAIB AARF investigation.					
Jodel D112	CONTINENTAL A65	Landing	Thorney Island	22/09/2012	201211705
UK Reportable Accident. After landing a gust of wind caught the a/c and in over-correcting the wingtip caught a fence and dragged a/c into it. One POB, no injuries. Subject to AAIB AARF investigation. Damage to both wings propeller and to the paddock fence.					
Jodel DR1050	CONTINENTAL O-200	Unknown	Biggin	22/09/2012	201211545
Infringement of the Biggin Hill ATZ (Class G) by a DR1050 squawking 7000 at 1700ft. At the time two other a/c were in the circuit at 1500ft QNH for RW21.					
Mooney 20	LYCOMING IO-360	Circuit	Liverpool	04/09/2012	201210610
A/c in circuit at 1000ft reported smoke in cockpit. Airfield declared full emergency, a/c landed safely with fire services in attendance. After extensive troubleshooting, the root cause of the event could not be found.					
Mooney 20	CONTINENTAL TSIO-360	Unknown	P114	08/09/2012	201210851
Infringement of Prohibited Zone P114 by a Mooney 20 squawking 5031 at 2400ft. CAIT activated. A/c identified with Mode S. A/c was being worked by LARS North who turned him out of London City zone. Appropriate CAA action is being taken as a result of this incident.					
Mooney 20	UNKNOWN	Landing	Oxford	08/09/2012	201210963
UK Reportable Accident. Landing gear failed to fully extend and subsequently collapsed on landing. Two POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.					
Mudry Cap 10	LYCOMING AEIO-360	Unknown	Old Warden	02/09/2012	201210498
Alleged infringement of the Shuttleworth/Old Warden ATZ (Class G)/NOTAMed Display Area by a CAP10B at 2000ft. Air display in progress.					
Nord 1002	LYCOMING O-640	Unknown	P114	30/08/2012	201210370
Infringement of Prohibited Zone P114 by a Nord 1002 observed tracking East to West at approx 1000ft to 1200ft. A/c identified with Mode S. Appropriate CAA action is being taken as a result of this incident.					

Partenavia P68	UNKNOWN	Cruise	Wallasey	29/08/2012	201210328
<p>P68 carried out an unauthorised climb in MACC airspace due to turbulence. Standard separation maintained. P68 was cruising at FL170, avoiding weather. MACC controller observed P68 on radar passing FL174, FL176 then FL178. MACC queried pilot who advised climb was due to turbulence. MACC controller commented there was lots of weather in the sector at the time.</p>					
Pilatus PC12	P&WC PT6A	Unknown	Old Warden	02/09/2012	201210500
<p><i>Alleged infringement of the Old Warden ATZ (Class G)/NOTAMed Display Area during a Shuttleworth Air Display by a PC12 with Mode C readout of 2300ft amsl.</i> An Avro 19 had just completed its display and was downwind LH RW21 to land and a PA18 towing a Scud Glider was just airborne with the intention of releasing the Glider in the overhead to commence a display.</p>					
Pioneer 300	ROTAX 900	Circuit	Old Park Farm, Margam	26/08/2012	201210540
<p><i>A/c carrying out circuit training. On third landing touched down too far resulting in a/c turning sharply causing the nose to buckle over. Minor damage to nose leg.</i></p>					
Piper PA18	CONTINENTAL O-200	Maintenance	Warminster	22/09/2012	201211687
<p><i>With no intention to fly, the a/c was taxiing up and down wet runway at 20kts in order to warm oils. A gust of wind spun a/c off runway colliding with barn.</i> A/c sustained damage to LH wing.</p>					
Piper PA22	LYCOMING O-320	Flight	Popham	15/09/2012	201211192
<p><i>UK Reportable Accident: A/c crashed in trees. Two POB with serious injuries. Extent of damage to a/c unknown. Subject to AAIB AARF investigation.</i></p>					
Piper PA23	LYCOMING IO-540	Flight	Liverpool	21/09/2012	201211708
<p><i>Altitude indicator failed at FL080. MAYDAY declared, squawk 7700 selected and a/c returned.</i> Indications showed that a/c had experienced double vacuum pump failure. Both pumps removed and replaced.</p>					
Piper PA25 Pawnee	LYCOMING O-320	Taxi	Borders Gliding Site	28/07/2012	201208787
<p><i>Tug a/c struck a plastic launch marker cone causing minor damage to propellers.</i> Procedures on the airfield have been reviewed.</p>					
Piper PA28	LYCOMING O-320	Cruise	Church Fenton	28/07/2012	201208637
<p><i>Infringement of the Church Fenton ATZ (Class G) by a PA28.</i></p>					
Piper PA28	Lycoming O-360	Landing	Blackbushe	08/08/2012	201209610
<p><i>Brake calliper detached on landing. A/c stopped on taxiway.</i></p>					
Piper PA28	LYCOMING O-320	Cruise	Bristol International	09/08/2012	201209496
<p><i>Infringement of the Bristol CTA (Class D) by a PA28. Standard separation maintained.</i> The pilots report states that approximately 15nm SW of Lyneham he noticed that the DI had precessed 20deg. Unable to verify position he decided to abandon the flight and turned N looking for Bath as reference point. He saw Bath approximately 8kms to NW and assumed (wrongly) that he was clear of Bristol CTA. He was on the Compton Abbas frequency at this time. He continued N, saw Bristol City and contacted Filton who advised him that he had infringed. He checked his DI during the remainder of flight and noticed minor variations, but no major precession. He has learnt from this incident that he should have asked for a DI check. He must ensure more frequent monitoring of his DI, particularly in marginal conditions. He will also determine to make contact with nearest major airfield asap when lost.</p>					

Piper PA28	LYCOMING IO-360	Flight	Gloucester-Staverton	19/08/2012	201209834
<p><i>A/c returned due to suspected undercarriage malfunction.</i> Pilot requested a fly past inspection after recycling the landing gear and having three green indicators. The Tower confirmed that gear appeared to be down and in position and the pilot stated his intention to land. A full emergency was initiated and the a/c landed safely.</p>					
Piper PA28	LYCOMING O-360	Take Off	Tatenhill	22/08/2012	201209990
<p><i>Low speed rejected take-off due to birdstrike. Windshield struck.</i></p>					
Piper PA28	LYCOMING O-320	Unknown	Kilmarnock	25/08/2012	201210360
<p><i>Infringement of the Glasgow and Prestwick CTRs (Class D) by a PA28 at 2000ft.</i> Appropriate CAA action is being taken as a result of this incident</p>					
Piper PA28	LYCOMING O-320	Unknown	Andrewsfield	26/08/2012	201210128
<p><i>Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 with Mode C indicating 1300ft. Standard separation maintained.</i> The 7000 squawk was initially observed leaving the Andrewsfield area on a North-westerly track. TC contacted Andrewsfield and, after enquiries had been made, were advised they were not working the a/c. TC later observed the unknown squawking 4575. TC contacted Southend and were advised of the a/c's call sign and route.</p>					
Piper PA28	LYCOMING O-320	Unknown	IRV VRP	28/08/2012	201210564
<p><i>Infringement of the Prestwick CTR (Class D) by a PA28 heading South in the vicinity of IRV VRP. No conflicting traffic. Pilot apologised. Standard separation maintained.</i> A/c was allocated a squawk 4501 after confirming that he was transponder equipped but unfortunately due to Lowther Hill being out of service no SSR was observed.</p>					
Piper PA28	LYCOMING O-320	Approach	Biggin Hill Area	31/08/2012	201210474
<p><i>A/c reported engine failure on final approach. MAYDAY declared, a/c made forced landing in a field.</i> After a thorough inspection and approval by maintenance, the a/c was flown back to base for further checks. Engineering inspected fuel tanks, carburettor and fuel pump for contamination. Compressions found satisfactory and extensive engine runs found to be satisfactory. Relative humidity, calculated from temperature and dew point, was at 40-45%, therefore carburettor icing suspected. A/c will be restored to the training programme, but will be restricted to dual flight only for the next 10hrs.</p>					
Piper PA28	Lycoming O-320	Descent	Brize Norton	31/08/2012	201210501
<p><i>Infringement of Brize Norton CTR (Class D) by a PA28 squawking 1015 at 3200ft. A/c subsequently landed without authorisation. Student pilot had been issued a landing clearance for Kemble Airfield.</i> A/c went around off the first approach and landed off the second approach.</p>					
Piper PA28	LYCOMING O-360	Unknown	Stansted	31/08/2012	201210424
<p><i>Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 indicating 3000ft. Check all imposed.</i> It has subsequently been revealed that the a/c was high as the pilot was attempting to remain above the Earts Colne ATZ. A descent was commenced but this was too late to prevent the a/c entering the CTA. Pilot apologised and has agreed to review his pre-flight planning.</p>					
Piper PA28	LYCOMING O-320	Initial Climb	Gloucester Staverton	03/09/2012	201210511
<p><i>Full emergency declared and a/c returned after a loud bang was heard in the cockpit.</i> The pilot landed the a/c safely with the windscreen covered in oil. Emergency services were in attendance and the a/c was shut down on the runway. It was found that a cylinder had blown.</p>					
Piper PA28	LYCOMING O-360	Unknown	Potters Bar	05/09/2012	201210700
<p><i>Infringement of Prohibited Zone P114 by a PA28 squawking 7000 at 1500ft. Standard separation maintained.</i> Appropriate CAA action is being taken as a result of this incident</p>					

Piper PA28	LYCOMING O-360	Cruise	Stansted TMZ	06/09/2012	201210817
<i>Infringement of the Stansted TMZ 2 (Class G) by a PA28 (initially primary only) observed entering the TMZ on two occasions.</i>					
Piper PA28	Lycoming O-329	Landing	Biggin	06/09/2012	201210877
<i>Damage to air intake. Engine failure after landing, whilst vacating runway the engine caught fire. Extinguished by RFFS. Two POB, no injuries.</i>					
Piper PA28	LYCOMING O-320	Take Off	Bournemouth	08/09/2012	201210888
<i>A/c departed with concrete block tie-down still attached. ATC tower controller saw what was thought to be smoke coming from a tyre as the a/c was on the take-off roll. Looking through binoculars realised it was the concrete tie-down block and called a/c to halt take-off but a/c was just getting airborne so pilot made a left turn and repositioned back to land. Landed safely but superficial damage was caused to the runway surface.</i>					
Piper PA28	LYCOMING O-320	Parked	Southend	09/09/2012	201210927
<i>UK Reportable Accident: Engine caught fire when started, shortly after refuelling. Three POB evacuated, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.</i>					
Piper PA28	LYCOMING O-320	Landing	Cranfield	09/09/2012	201210878
<i>UK Reportable Accident: A/c bounced on landing and the nosewheel collapsed. Nosewheel and propeller damaged. One POB no injuries. AAIB AARF investigation.</i>					
Piper PA28	LYCOMING O-360	Landing	Cumbemauld	11/09/2012	201211023
<i>A/c swerved off runway onto the grass after landing. The RH wheel had appeared to lock up leaving tyre marks on the runway and smoke was seen to be coming from the wheel and brake assembly.</i>					
Piper PA28	LYCOMING O-320	Approach	Shoreham	15/09/2012	201211356
<i>Too low approach resulting in a complaint from train operator. A/c was given a direct downwind join. Approach appeared to be too low as the train passed westbound in front of the a/c. The a/c almost touched down 150m short of the runway threshold but pilot managed to hold off the ground by a matter of feet and touched down at the alpha taxiway intersection, approximately 50m short of threshold.</i>					
Piper PA28	Lycoming O-320	Cruise	London-Gatwick - 15/08/2012	201211176	
<i>Infringement (believed) of the Gatwick CTA (Class D) by a PA28 at 2000ft. Reporter believes the a/c may have been operating with a compass malfunction.</i>					
Piper PA28	UNKNOWN	Flight	Birmingham area	21/09/2012	201211507
<i>MAYDAY declared due to loss of flight control indications. D&D were informed of the situation and the pilot decided to divert as he had lost all height and speed indication and compass readings, therefore could not control his descent rate or navigate effectively. With essential navigational assistance from ATC, the pilot was able to land the a/c safely.</i>					
Piper PA28	LYCOMING O-320	Flight	Bournemouth	22/09/2012	201211644
<i>Poor airmanship displayed throughout the flight. Pilot failed to comply with ATC instructions and seemed unaware of how to operate his RT equipment and of standard practises. Three other a/c had to be held off when the pilot flew through final approach towards traffic on left base. He then began to orbit his a/c on the final approach path instead of on right base. The a/c eventually landed.</i>					

Piper PA31	LYCOMING TIO-540	Approach	Lydd	08/08/2012	201209413
<p><i>Abnormal landing gear indication.</i> Red configuration warning when landing gear selected. Greens indicated for nose and RH MLG but the LH MLG light was extinguished. When recycled, as advised by the engineer, the gear handle would not return to neutral. A low fly past inspection confirmed that the gear appeared to be down and locked but the gear doors were hanging down. The emergency extension procedure was carried out to no avail and a full emergency was initiated. The a/c landed safely, was brought to a stop on the runway and towed back. Initial inspections suggest failure of a microswitch, a known problem on this a/c type, with the switch becoming stiff due to contamination by exhaust fumes. Extra care is regularly taken to keep the switch lubricated.</p>					
Piper PA31	LYCOMING TIO-540	Cruise	En Route	16/09/2012	201211273
<p><i>A/c diverted due to rough running engine.</i> The LH engine developed an intermittent surge which then changed to a constant roughness. A precautionary diversion was made and the a/c landed safely.</p>					
Piper PA31T	P&WC PT6A	Cruise	En Route	31/08/2012	201210435
<p><i>Prolonged loss of communications.</i> Pilot accidentally selected ATIS on Box 1 thereby moving controller frequency to standby. Realised mistake and re-selected to be told that the a/c had been out of contact for 15mins. Box 2 volume had been turned down due to earlier distractions.</p>					
Piper PA34 Seneca	CONTINENTAL TSIO-360	Take Off	Oxford	01/08/2012	201210288
<p><i>PA34 issued take-off clearance RW19 and acknowledged. A/c then instructed to hold position due another a/c still vacating the runway. Take-off clearance cancelled and re-issued when runway clear.</i> On receiving initial clearance the pilot checked the runway, which appeared to be clear, prior to acknowledging the clearance.</p>					
Piper PA34 Seneca	CONTINENTAL TSIO-360	Unknown	Biggin	30/08/2012	201210386
<p><i>Infringement of Biggin Hill ATZ (Class G) by a PA34 squawking 1177. A/c was observed crossing the final approach track at 1nm whilst traffic was being vectored onto the ILS by Thames Radar.</i> Investigation under 201200268.</p>					
Piper PA34 Seneca	CONTINENTAL TSIO-360	Approach	Birmingham	31/08/2012	201210428
<p><i>Prolonged loss of communications.</i> ATC lost communication with the a/c just after it had been radar vectored for an ILS approach. It appeared to the flight crew (instructor and student) that a complete electrical failure had occurred and the decision was made to leave controlled airspace immediately in the interests of safety. Unable to make contact with ATC, the a/c then fixed its position and diverted back to departure airfield. On the approach, it was realised the auxiliary avionics master switch had somehow been turned to the 'off' position, possibly inadvertently during turbulence. Once selected back on, the radios were able to be switched back on and the a/c landed safely.</p>					
Piper PA34 Seneca	CONTINENTAL TSIO-360	Unknown	Wattisham	07/09/2012	201210879
<p><i>VFR flight plan activation issues between AFPex and ATC Wattisham. On initial contact flight plan activation request was refused.</i> Subsequent investigation has revealed that AFPex were at liberty to refuse the request. However this is provided on a 'good will basis'. But until publications match legislation, ATC Wattisham were put in a position whereby they were unable to discharge their duty law recognised procedures.</p>					
Piper PA42	P&WC PT6A	Cruise	En route	13/09/2012	201211265
<p><i>PAN declared and a/c diverted due to smoke in the cockpit.</i> Smoke was seen issuing from windscreen ECS ducts and also from the passenger cabin air vents. An emergency descent was immediately requested and ECL actioned. During the diversion, oil was noticed flowing along the inboard side of the RH engine nacelle and wing area. The oil pressure indicator was also seen to decrease steadily. RH engine shut down and a single engine landing was safely completed. Emergency services attended the a/c on arrival.</p>					
Piper PA46 Malibu	UNKNOWN	Cruise	Manston	09/09/2012	201211020
<p><i>Infringement of the Manston ATZ (Class G) by a PA46 at 1500ft. Traffic info given to an a/c on approach, crew established visual contact with the PA46 and elected to continue.</i></p>					

Pitts Special	LYCOMING AEIO-540	Landing	Headcorn / Lashenden	16/08/2012	201210629
<p><i>A/c touched down, bounced, touched down again and began to oscillate in pitch and became airborne again. On second attempt same occurred, third attempt at landing successful.</i></p> <p>Flight was a series of four check flights for pilot/owner/operator. First touched was firm with slightly high nose attitude but with safety boundaries, a/c bounced, attitude maintained and the a/c touched down again, a/c began to oscillate in pitch and became airborne again, pilot applied full power and initiated go-around. When a/c landed again same sequence of events occurred leading to second go-around. Third attempt oscillations continued until pilot had slowed a/c to 40kts. Once a/c clear of runway inspection revealed that tailwheel leaf springs had broken and two sections of the spring and tailwheel assembly had been lost. Damage had occurred to bottom of rudder and oil breather pipe. Tailwheel assembly was found by aerodrome personnel later in the day. It would appear that the leaf spring had been re-profiled and re-tempered on a number of previous occasions, this information had not been recorded in a/c maintenance records. This led to the weakening and subsequent failure of the leaf spring. In future the leafsprings will be removed, dismantled and inspected at each Annual Inspection. Manufacturer advised.</p>					
Raytheon 390 Premier 1	WILLIAMS FJ44-2	Take Off	Avignon	11/08/2012	201209466
<p><i>A/c returned due to bi level valve failure on take-off.</i></p> <p>Burning smell and extreme heat from cabin. No warnings lit. Pilot selected 'Bleed' to LH source and the heat began to reduce. A/c returned and made an uneventful overweight landing.</p>					
Raytheon 390 Premier 1	UNKNOWN	Unknown	Gloucester- Staverton	08/09/2012	201210845
<p><i>Gloucester Tower and Dundee share RT frequency 122.900. Gloucester Tower frequency was blocked by a Raytheon 390 calling Dundee inbound, probably outside of the relevant DOC.</i></p> <p>Approximately four transmissions were received from the Raytheon 390 requesting weather and runway in use.</p>					
Robin 400	UNKNOWN	Cruise	CDLH	10/08/2012	201209557
<p><i>Infringement of the Channel Islands CTR (Class A) by a DR400. Standard separation maintained.</i></p>					
Robin 400	LYCOMING O-360	Flight	Newquay - St Mawgan	25/08/2012	201210192
<p><i>Emergency declared and a/c diverted due to rough running engine. A/c landed safely.</i></p>					
Rutan Longez	LYCOMING O-235	Cruise	Liverpool	11/08/2012	201209559
<p><i>Infringement of the Liverpool CTA (Class D) by a LongEZ. Standard separation maintained.</i></p>					
Vans RV8	LYCOMING AEIO-360	Cruise	En Route	12/08/2012	201209626
<p><i>Emergency landing following power reduction failure. Rear throttle obstructed by an incorrectly stowed life raft.</i></p> <p>The life raft carried on board had not been securely tied down, subsequently shifting to a position where it had obscured and blocked movement of the rear throttle. This in turn restricted the movement of the front throttle. The pilot was unable to reduce the power for descent and landing. ATC were extremely helpful and played a significant role in obtaining assistance for a safe emergency landing technique with the throttle in this condition. As a result the pilot was able to land the a/c safely. Emergency services attended the scene.</p>					
Vans RV8	LYCOMING IO-360	Take Off	Cranfield	08/09/2012	201210884
<p><i>UK Reportable Accident: Nosewheel leg collapsed as a/c landed for touch and go. One POB, no injuries. Damage to a/c landing gear. Subject to AAIB AARF investigation.</i></p>					
Vans RV8	LYCOMING IO-360	Cruise	North Weald	09/09/2012	201210864
<p><i>Infringement of the Stansted TMZ 2 (Class G) by an unknown a/c squawking 7000 with no Mode C tracking Northwest. A/c later identified as a Vans RV8.</i></p> <p>The infringer was tracked from Shoreham to Old Warden and ATC later spoke with the pilot who was allegedly unable to recall if the Mode C was on. ATC staff briefed pilot on the requirements of the TMZ and the necessity of ALT information.</p>					

SECTION 2 : ROTARY WING AIRCRAFT

Agusta A109	OTHER	Maintenance	Blackpool	17/07/2012	201209794
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Starter generator fault.

Battery discharge warning indication. IDS download carried out which showed starter generator off-line at the time of incident. Starter generator removed and inspected, found to have brushes breaking up and rivets missing. All parts replaced.

Bell 206 Jet Ranger	Allison 250	Unknown	P114	07/08/2012	201210854
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*Infringement of Prohibited Zone P114 by a B206 squawking 7000 with no Mode C.
Appropriate CAA actions is being taken as a result of this incident.*

Bell 412	P&WC PT6T	Hover	Valley	15/08/2012	201209735
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PAN declared and a/c returned to base following main transmission chip caution.

A/c on an over water winching exercise when caution illuminated. Winchman recovered to a/c and safe flight established. A/c landed safely.

Bolkow 105	ALLISON 250	Flight	En Route	23/08/2012	201210066
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Engine nr2 chip caution illuminated.

Nr2 'MAG PLUG' caution illuminated during flight. Precautionary shutdown of engine nr2 carried out. PAN call made. A/c continued to destination as it was the nearest airfield. A/c shutdown on runway. Mag plugs removed and found to have paste contamination. Plugs cleaned, refitted and a successful engine run carried out. The nr2 engine turbine assembly had been replaced 2FH prior to the indication.

Bolkow 117	ARRIEL	Cruise	Southwark	26/08/2012	201210756
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Bolkow 117 on operational duties at 1500ft transiting from Croydon to Liphitts Hill targeted by green laser in the vicinity of Southwark. Perpetrator(s) apprehended.

Bolkow 117	ARRIEL	Hover	Beckenham	02/09/2012	201211360
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BK117 on operational duties at 700ft, was persistently targeted by a bright green laser. The perpetrator was located and arrested.

Bolkow 117	UNKNOWN	Cruise	Harrow	07/09/2012	201211582
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BK117 operating in the London CTR at 2000ft, reported being targeted by a green laser from West Harrow.

Eurocopter EC120	UNKNOWN	Unknown	Elstree	06/09/2012	201210765
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Infringement of Prohibited Airspace P114 by an EC120 squawking 5035. Pilot had been told to remain outside the zone, but did not seem to be aware of the restrictions.

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

Guimbal Cabri G2	LYCOMING O-360	Unknown	Birmingham	05/09/2012	201210735
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Infringement of the Birmingham CTR (Class D) by a Guimbal Cabri G2 at 1800ft. Several blind transmissions made with no response. Standard separation maintained.

Traffic info given to an inbound DHC8.

Hughes 269 / 300	LYCOMING HIO-360	Unknown	Pembrey	31/08/2012	201210752
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Infringement of active Pembrey Sands EGD 118 by a Hughes269. Pilot had requested permission to enter but denied due to imminent military live firing. Traffic info given.

Robinson R44	LYCOMING IO-540	Cruise	Honiley	12/08/2012	201209490
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Infringement of the Birmingham CTR (Class D) by an R44. Standard separation maintained. Pilot had been told to remain outside of CAS.

Robinson R44	LYCOMING O-540	Cruise	Glasgow	06/09/2012	201210714
<p><i>Infringement of the Glasgow CTR (Class D) by an R44 at 1300ft. Standard separation maintained. R44 had lifted from Stewarton and was unable to establish contact with Prestwick ATC. Due to alleged windy conditions the pilot elected to continue. Contact was eventually made with Prestwick, where the controller requested pilot to contact them on arrival at his destination. No other a/c affected.</i></p>					
Robinson R44	LYCOMING O-540	Unknown	Bournemouth	08/09/2012	201210680
<p><i>Alleged infringement of the Bournemouth CTR (Class D) by a R44 squawking 7000 at 5500ft. Inappropriate behaviour displayed in response to ATC actions. Police informed.</i></p>					
Rotorway Executive	ROTORWAY R1 162	Flight	Near Haslemere	26/08/2012	201210494
<p><i>UK Reportable Accident. At approx 800ft drive train shaft broke. Autorotation into field where tail rotor tips contacted sloping ground. One POB no injuries. Subject to AAIB AARF Investigation. Damage to tips of rotor blades, spreading of rear skids and drive train shaft broken.</i></p>					
Rotorway Executive	ROTORWAY R1 162	Taxi	Gloucester-Staverton	05/09/2012	201210671
<p><i>Rotorway Executive crossed active R/W36 Westbound North of R/W04. Pilot informed and apologised. PA28 was on final for R/W36 when a/c crossed the runway. Rotorway pilot had been cleared for a RH circuit based on R/W36 and to remain North of R/W04. Instruction had been read back correctly. No other a/c were affected.</i></p>					
SA350 Ecureuil	ARRIEL	Circuit	Middle Wallop	16/08/2012	201209880
<p><i>PAN declared due to engine chip caution. FRC actions carried out and a/c landed safely. Engineering assistance sought.</i></p>					
SA355 Ecureuil Twin	ALLISON 250	Flight	Southampton	11/08/2012	201209472
<p><i>Nr1 engine fire warning flickered then constant illumination. Associated audio fire warning sounded. MAYDAY declared, engine retarded to idle, a/c returned. Warning deemed to be spurious. Emergency checklists consulted, engine retarded to idle, warning cleared, on short finals, warning returned. Following uneventful single engine landing no sign of fire evident, engineering assistance sought.</i></p>					
SA355 Ecureuil Twin	ARRIUS	Parked	Oxford	14/08/2012	201209548
<p><i>After starting nr2 engine, MGB chip light illuminated and remained on. Engineering investigation found abrasion debris within limits (Main rotor gearbox new)</i></p>					
SA355 Ecureuil Twin	UNKNOWN	Unknown	Dunstable	31/08/2012	201210418
<p><i>Infringement of the Luton CTR (Class D) by an SA355 squawking 7000 at 1600ft. Check all imposed with Tower. Standard separation maintained. The operator has investigated this incident. The a/c commander accepted and acknowledged his mistake having misread the map whilst on a Network Rail patrol. The operator intends to monitor these events through the SMS.</i></p>					
SA355 Ecureuil Twin	ALLISON 250	Cruise	London City	31/08/2012	201210428
<p><i>MAYDAY declared due fire warning light on LH engine. A/c made emergency landing at closed airfield. Emergency checklist actioned and decision made to land at the safest location for a single engine landing. ATC informed the pilot that the airfield was closed and no emergency services were available. Local police monitored the situation and contacted emergency services to attend the incident. The a/c landed safely and the warning discovered to have been spurious.</i></p>					
SA355 Ecureuil Twin	ARRIUS	Maintenance	Private Site	03/09/2012	201211048
<p><i>During Pre-flight check A, a crack was found around bolt connecting horizontal stabiliser to tail boom. Stabiliser loose. Company fleet inspection identified three other cases. The stabiliser is checked on every Check A, and the cracking and movement of the horizontal stabiliser has manifested to something visual within 3hrs of flight time.</i></p>					

SA365 Dauphin	UNKNOWN	Parked	RAF Hereford	13/06/2012	201209734
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*Broken door catch discovered on pre-flight walk around.
Further investigation showed that two of the four retaining bolts were missing. Flight cancelled and engineering assistance sought.*

SA365 Dauphin	ARRIEL	Parked	Durham Tees Valley	22/06/2012	201210034
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During post flight inspection, fuel was seen to be leaking from LH drain pipe. On further investigation into LH engine bay, fuel found on engine decking.

SA365 Dauphin	ARRIEL	Parked	Blackbushe	17/09/2012	201211487
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*Nr1 engine front support housing (x1) attachment bolt sheared.
Detached sheared bolt head was found in the engine bay of nr1 engine during daily pre-flight inspection. Further investigations on disassembly, revealed upper locating spigot sheared and further securing bolts showed loss of torque. Engine to be removed and sent for investigation and a replacement requested.*

Sikorsky S76	ARRIEL	Maintenance	Humberside	07/09/2012	201211551
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*Incorrect assembly of tip block hardware on main rotor.
During routine inspection the main rotor blade tip cap was removed and it was immediately evident that the component parts had been incorrectly assembled and that the assembly was incomplete. Component parts were fitted the wrong way round, not tightened up and fasteners were loose inside the tip cap. A fleet check has been performed with no further occurrences found.*

Sikorsky S76	ARRIEL	Flight	En Route	26/09/2012	201211748
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*PAN declared and a/c diverted due to burning smell and uncommanded movement of the a/c.
The altimeter setting was changed to the local pressure setting. This, as expected, caused the a/c to climb to regain 2000ft. During this process however, the a/c began to pitch up and roll to the right. The pilot decoupled and took control, levelling the a/c. The a/c was in SAS mode (Stability Augmentation System) and was fishtailing in an uncommanded way. A strong smell of smoke was detected in the flight deck and the cabin, although no smoke was seen. The decision was made to divert to the nearest airfield. Engineering investigation in progress.*

SECTION 3 : OTHER

Balloon NOT APPLICABLE Other Otocac 09/08/2012 201210965

Grass fire on inflation caused by radiating heat. Severe damage to the scoop, slight damage to basket trim and lower envelope. Halfway through inflation the crew noticed fire patches on the dry grass which were quickly spreading. The fan was immediately switched off along with pilot lights and the fuel tanks. Fortunately, the crew had plenty of water available to douse the flames and eventually extinguish the fire but it took approximately 5-7mins and the periphery of the fire was 12m by the time it had been extinguished. The reporter listed vital lessons that have been learnt from this incident which could help to prevent future events of this nature.

***** End Of Report *****

ABBREVIATIONS

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

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

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 28 Jul 2012 and 31 Aug 2012

SECTION 1 : FIXED WING AIRCRAFT

BE200 Super King Air	P&WC PT6A	Initial Climb	Cranwell	23/07/2012	201208440
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Flap selection failed after take-off. Flap lever positioned back and a/c levelled. Circuit breakers checked and a/c landed with 'APPROACH' flap from a normal circuit. Subsequent investigations carried out and fault traced to flap brake relay. Relay replaced and full functional checks carried out.

BE200 Super King Air	UNKNOWN	Flight	En Route	24/07/2012	201208705
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ATC reported loss of contact with a/c overflying at FL260 inbound from previous sector. A/c eventually made contact for normal approach and landing.

BE200 Super King Air	P&WC PT6A	Landing	Cambridge	28/07/2012	201208723
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UK Reportable Accident: Comms and navigational failure on approach. Landing gear manually lowered and then collapsed on landing. Four POB, one possible injury. A/c damaged. AAIB Field investigation.

BE200 Super King Air	P&WC PT6A	Cruise	En Route	29/07/2012	201209037
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A/c encountered embedded Cb and had to take avoiding action. Slight damage to a/c found on arrival. Moderate turbulence encountered and lightning strikes observed, heavy precipitation and sleet/hail observed. Cabin secured. Speeds affected by strong winds and immediate descent requested to exit Cb formation and to avoid any possible icing. Autopilot disengaged and manual flight throughout the remainder of the incident. On arrival inspection the a/c was found to have paint stripped from the radome and occasional chips in non-critical areas. A small crack was also found in the RH navigation and recognition light casing but no evidence of a lightning strike.

BE200 Super King Air	P&WC PT6A	Cruise	Manchester	29/08/2012	201210360
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Weather damage to a/c. Unforecast embedded thunderstorm, turbulence and hail encountered. Post flight inspection found damage to the LH wing leading edge, approximately two square inches of the honeycomb layer had been lost, leaving the inner structure exposed.

BE33 Debonair / Bon*	UNKNOWN	Approach	Alderney	04/08/2012	201209144
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Unsafe undercarriage indication. Only two greens showing. Flypast inspection confirmed all landing gear appeared down. A/c landed safely with emergency services in attendance.

BE35 Bonanza	CONTINENTAL IO-470	Cruise	Bournemouth	11/08/2012	201209481
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Infringement of the SW CTA5 (Class A) by a BE35 at 4500ft squawking 7000. Traffic info given. Standard separation maintained.

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

BE76 Duchess	LYCOMING O-360	Take Off	Dunkeswell	28/07/2012	201209050
<p>BE76 on reaching rotate speed for take-off from RW22 carried out an emergency stop at 71kts, due to pilot observing a landing parachutist in close proximity to BE76. Airport Authorities informed.</p> <p>The parachutist passed directly overhead the BE76, at approx 30ft above. BE76 stopped just short of the end of RW22. BE76 taxied back to apron.</p>					
BN2 Islander	LYCOMING O-540	Take Off	Kirkwall	18/07/2012	201208207
<p>Reporter commented on the poor quality of ATC radio transmissions, with readability dropping to 2 from taxiing to take-off clearance. Reporter alleged the radio quality issue was an ongoing problem and was getting worse since new equipment had been put in place.</p>					
BN2 Islander	LYCOMING IO-540	Take Off	Lerwick	23/07/2012	201208443
<p>Rejected take-off due to near miss birdstrike.</p>					
BN2a Trislander	LYCOMING O-540	Parked	Southampton	12/08/2012	201209651
<p>Damage found to wing and tail. Cause unknown.</p> <p>Popped rivets were noticed on the top of the RH wing, with creasing to the skin. Further inspection found a loose and partially bent tail inspection panel on the base of the RH tail and another small inspection panel on the LH tail side was secure but partially bent back.</p>					
Cessna 150	CONTINENTAL O-200	Unknown	Luton	25/07/2012	201208610
<p>A/c squawking 7000 appeared in the Luton CTR. Two inbound a/c affected.</p> <p>A/c turned back and started to orbit just left on the centreline where it was accompanied by another a/c squawking 0000. Tower and Atlas confirmed nothing seen by them. Cranfield Approach contacted and were found to be working the 'intruder'. Through them, squawk of 4670 was allocated which was observed. As this a/c recovered to Cranfield, it towed its companions away from the final approach and eventually out of the CTR. Investigation under 201208501.</p>					
Cessna 152	Lycoming O-235	Flight	Kinloss	04/07/2012	201208005
<p>MAYDAY declared. Power loss during student flight, followed by complete engine failure on ground.</p> <p>The engine lost power shortly after levelling off, reducing to 1500rpm. Instructor took control, made a glide approach and landed safely. During taxi the engine stopped completely. A fuel leak was found from the carburettor which was removed and sent to the maintenance company for inspection. They discovered that an accelerator pump discharge tube was missing and advised that guidance would be given to assist engineers to check for the missing part in case it has been ingested into the air intake or the engine.</p>					
Cessna 152	LYCOMING O-235	Cruise	Fairford	17/07/2012	201208231
<p>Infringement of the Brize Norton CTR (Class D) by a C152 squawking 7000 with Mode C indicating 1000ft/1300ft. A/c identified via Mode S through Oxford Radar. Standard separation maintained.</p> <p>Brize Norton contacted Kemble ATC who confirmed C152 was in contact with them. Kemble ATC informed C152 pilot of their infringement. Pilot subsequently called Brize Norton, apologised and allegedly stated they had become lost and were manoeuvring to re-establish their bearings. Appropriate advice given by Brize ATC.</p>					
Cessna 152	LYCOMING O-235	Maintenance	Sleaford	21/07/2012	201209872
<p>Slick magneto contact breaker failure.</p> <p>The magneto was released after 500hr inspection with new points fitted. However, it was removed and returned for investigation after eight days of service due to excessive mag drop. The investigation found that the point face was very loose on the sprung arm due to a loose rivet. The suspect points were removed and quarantined and the failed contact breaker sent to manufacturer for assessment. A similar occurrence is being investigated under 201207672.</p>					
Cessna 152	LYCOMING O-235	Cruise	Brecon	23/07/2012	201208594
<p>Infringement of Airway N864 (Class A) by a C152 at 6000ft. Standard separation maintained.</p> <p>ATC contacted C152 and gave the a/c the Cardiff QNH and a squawk. ATC advised pilot that base of CAS was 5500ft and asked if pilot could accept IFR clearance to continue inside CAS. Pilot allegedly stated they could but their 'nav kit' was out of order and requested navigation assistance if required. ATC gave pilot IFR clearance. Pilot's navigation subsequently took them outside CAS.</p>					

Cessna 152	LYCOMING O-235	Cruise	Garnston	25/07/2012	201208557
<p><i>A/c diverted due to unsafe/loose pilot's seat. Intermittent radio failure also an issue. Pilot contacted tower via mobile phone to request landing clearance. A/c landed safely with emergency services in attendance.</i></p>					
Cessna 152	LYCOMING O-235	Taxi	Benson	28/07/2012	201208882
<p><i>Propeller strike during taxi from fuel bowser. After completing paperwork checks, pilot taxied away from the fuel bowser and the a/c contacted and ran over the hand held towing arm. A/c inspected and placed unserviceable.</i></p>					
Cessna 152	LYCOMING O-235	Cruise	Compton	01/08/2012	201208986
<p><i>Infringement of Farnborough CAS(T) (Class D) Area 8 by a C152. Standard separation maintained.</i></p>					
Cessna 152	LYCOMING O-235	Cruise	Southend	08/08/2012	201209325
<p><i>Infringement of Restricted Area R112 by a C152 squawking 7000.</i></p>					
Cessna 152	Lycoming O-235	Take Off	Shoreham	14/08/2012	201209604
<p><i>UK Reportable Accident. Nose gear collapsed on landing. One POB with no reported injuries. A/c substantially damaged. Subject to AAIB AARF investigation.</i></p>					
Cessna 152	LYCOMING O-235	Cruise	Sheerness	15/08/2012	201209664
<p><i>Infringement of Restricted Area R112 by a C152 squawking 7000. Attempts to contact the a/c on 121.5 unsuccessful. A/c subsequently changed to a Southend squawk and was identified by Southend ATC. It was ascertained that a flight plan existed for the route flown and within the timeframe.</i></p>					
Cessna 152	LYCOMING O-235	Unknown	White Waltham	28/08/2012	201210244
<p><i>Infringement of the London CTR (Class A) by a C152 squawking 0450 at 2400ft. Traffic info given. Pilot subsequently reported he had experienced equipment failure and was instructed to adopt the 'no compass no gyro' procedure and informed what that entailed. A Vans RV-8 offered assistance and PA28 was led back towards Fair Oaks.</i></p>					
Cessna 172	LYCOMING O-320	Cruise	Stansted	28/05/2012	201207720
<p><i>Infringement of the Stansted TMZ 2 (Class G) by a primary only contact. A/c believed to be a C172. A C172 pilot later reported that after departure a fault indication suggested their transponder was not being interrogated.</i></p>					
Cessna 172	LYCOMING IO-360	Cruise	Biggin	19/06/2012	201207253
<p><i>Infringement of the Biggin Hill ATZ (Class G) by an unknown a/c at 2400ft squawking 1177. A/c later identified as C172. On observing 1177 squawk, Biggin Hill ATZ contacted London Information FISO who provided Biggin Hill with the identity and flight details of the intruder.</i></p>					
Cessna 172	UNKNOWN	Flight	Dunslop Bridge	02/08/2012	201209046
<p><i>UK Reportable Accident. Forced landing in a field following engine failure. Two POB, no injuries. Damage to propeller, RH wing and front spar. Subject to AAIB AARF investigation.</i></p>					
Cessna 172	LYCOMING O-360	Descent	Near Baas Hill,	18/08/2012	201209810
<p><i>UK Reportable Accident. Forced landing in a field due to rough running engine. Two POB with minor injuries. A/c extensively damaged. Subject to AAIB AARF investigation.</i></p>					

Cessna 172	LYCOMING O-320	Cruise	P114	18/08/2012	201209819
<i>Infringement of Restricted area P114 by a C172. Standard separation maintained.</i>					
Cessna 172	CONTINENTAL IO-360	Landing	Trestain Farm	20/08/2012	201209977
<i>UK Reportable Accident: A/c struck a hedge on landing. Two POB, one with minor injuries. A/c substantially damaged. Subject to AAIB AARF investigation.</i>					
Cessna 177 Cardinal	UNKNOWN	Cruise	Southend	09/08/2012	201209385
<i>Infringement of Restricted Area R112 and Southend CTR (Class D) by a C177. Appropriate CAA action to be taken as a result of this incident.</i>					
Cessna 177 Cardinal	CONTINENTAL IO-360	Flight	Oxford	19/08/2012	201209886
<i>D&D Cell Report. A/c declared MAYDAY due to rough running engine. Given directions to nearest airfield but reported engine failure and landed in field. No injuries reported.</i>					
Cessna 182 Skylane	CONTINENTAL O-470	Approach	Isle of Man	16/07/2012	201208056
<i>A/c diverted, unable to complete instrument approach. Two failed attempts to land in poor weather and pilot seemingly unable to fly radar headings accurately and maintain altitude. Pilot had to be constantly given vectors for navigation. D&D were kept informed and the a/c eventually landed safely at diversion airfield.</i>					
Cessna 182 Skylane	LYCOMING IO-540	Climb	Guernsey	22/07/2012	201208318
<i>A/c requested immediate return due to unidentified loud squealing noise. Pilot reported difficulty hearing transmissions due to the noise. Local standby initiated and a/c landed safely.</i>					
Cessna 182 Skylane	CONTINENTAL O-470	Cruise	Church Fenton	24/07/2012	201208484
<i>Infringement of the Church Fenton ATZ (Class G) by a C182 squawking 7010, indicating 1600ft. A/c had departed Sherburn North instead of West, as laid down in LOA. After landing at Bagby, pilot spoke to Linton Supervisor and allegedly admitted they did not know of the mandatory departure routes. Pilot has been rebriefed.</i>					
Cessna 182 Skylane	LYCOMING IO-540	Landing	Oxford	30/07/2012	201208895
<i>UK Reportable Accident: A/c made a heavy landing. Subject to AAIB AARF investigation.</i>					
Cessna 182 Skylane	LYCOMING IO-540	Parked	Gloucester-Staverton	16/08/2012	201209687
<i>A/c landed at a closed airfield due to lack of daylight. The a/c was discovered by the flying school the next morning, parked on the apron. According to the pilot he had landed at 20:10. Sunset was at 19:33 and the airfield had closed at 18:30.</i>					
Cessna 182 Skylane	CONTINENTAL O-470	Unknown	Eskmeals EGD406	18/08/2012	201209954
<i>Infringement of active Danger Area EGD 406 (Eskmeals) by a C182 squawking 3641 at 1100ft. Pilot had been warned of the activity at D406 and advised to remain well clear on contacting Warton ATC. Shortly after, the C182 was observed to fly North to South over the firing battery then turned East and flew over the Range Control building. Firing battery had already checked fire due to weather.</i>					
Cessna 182 Skylane	LYCOMING IO-540	Approach	Jersey	18/08/2012	201209876
<i>ATC allege erratic flying on approach following weather diversion.</i>					

Cessna 185 Skywagon	CONTINENTAL IO-520	Cruise	P114	17/08/2012	201209780
<i>Infringement of P114 Restricted Zone by a C185. Standard separation maintained.</i>					
Cessna 210 Turbo Centurion	CONTINENTAL TSIO-520	Landing	North Weald	20/07/2012	201208666
<i>UK Reportable Accident: Landing gear failed to extend. A/c made a slow approach, landed and spun around stopping faced backwards. Two POB no injuries. A/c damaged. Subject to AAIB AARF investigation.</i>					
Cessna 210 Turbo Centurion	CONTINENTAL IO-520	Landing	Wolverhampton	23/08/2012	201210399
<i>A/c landed at aerodrome outside operating hours and without permission. Aerodrome closed at 17:00. At approximately 17:15 the a/c was observed performing a high-speed pass at low level, it then climbed, flew downwind and landed.</i>					
Cessna 303 Crusader	CONTINENTAL TSIO-520	Cruise	Farnborough	09/08/2012	201209411
<i>Infringement of the Farnborough CTA (Class D) CAS(T) by a C303 at 3000ft. Traffic info and avoiding action given to an inbound a/c. Standard separation maintained.</i>					
Cessna 310	CONTINENTAL IO-520	Parked	Nottingham East Midlands	23/06/2012	201208271
<i>LH gear door operating arm fractured. The landing gear door was seen hanging down and a fracture was discovered upon inspection. An identical bell crank fitted to another a/c of the same type was removed and inspected. This was also found with the beginnings of cracking in the same area. New parts ordered and fitted. Assembly of the undercarriage was checked and all found to be correct and in line with AMM. Checks carried out on other company a/c and no other instances found. After consultation and inspections it was suspected that the most likely cause was the age of the components.</i>					
Cessna 310	CONTINENTAL IO-520	Approach	Gloucester-Staverton	24/07/2012	201208523
<i>Inbound a/c reported unsafe RH main undercarriage indication. A/c held off approach to manually cycle landing gear followed by inspection from tower. Gear appeared down. Safe landing executed.</i>					
Cessna 421 Golden Eagle	CONTINENTAL TSIO-520	Taxi	Shoreham	14/07/2012	201208092
<i>A/c became stuck whilst manoeuvring. LH wing caught and wedged over the airside fence. Pilot had missed the main entrance to the apron and taxied via the second entrance and behind a row of parked a/c.</i>					
Cessna 421 Golden Eagle	CONTINENTAL GTSIO520	Maintenance	Bournemouth	18/07/2012	201208088
<i>During scheduled maintenance it was discovered that incorrect part numbered rudder trim actuator was fitted. Incorrect item removed from service and correct item installed. Log books checked for evidence of last fitment or overhaul, but none found. The offending actuator had no adverse affect on the operation of the a/c, with no reports of unusual handling.</i>					
Cessna 421 Golden Eagle	CONTINENTAL GTSIO520	Climb	Exeter	30/07/2012	201208776
<i>Infringement of Airway N864 (Class A) by a C421 at FL70. Standard separation maintained. A/c previously working Yeovilton had not been transferred.</i>					
Cessna 421 Golden Eagle	CONTINENTAL TSIO-520	Unknown	Stansted	17/08/2012	201209770
<i>Infringement of the Stansted CTR (Class D) by an unknown a/c at 2000ft squawking 7000. The squawk changed to 7010 and the a/c was identified by Mode S as a C421. Standard separation maintained. TC alerted Stansted TWR and placed a check call. TC made several attempts to communicate with C421. The C421 flew into North Weald, who confirmed C421 was on short finals. Two Stansted outbounds were delayed by approx 4min.</i>					

Cessna C525 Citationjet	UNKNOWN	Climb	Farnborough	16/07/2012	201208115
<p>C525, on standard CPT departure from RW24, first called ATC reporting climbing to 3500ft, with Mode C indicating 3400ft. ATC expected a/c at 3000ft.</p> <p>Investigation established that GMC had instructed C525 to climb to 3000ft, but missed crew's incorrect readback of 3500ft. With no other traffic to affect, ATC subsequently obtained a further climb altitude of 6000ft for the C525, which was passed to crew and read back correctly.</p>					
Cessna C525 Citationjet	UNKNOWN	Flight	Luton	25/07/2012	201208681
<p>PAN declared due to indication of smoke in the baggage hold.</p> <p>Straight-in approach organised.</p>					
Cessna C525 Citationjet	UNKNOWN	Climb	Manchester	10/08/2012	201209420
<p>C525 flew incorrect SID. The crew were issued/read back LISTO1Y SID, however, C525 subsequently flew a HON1Y SID. Standard separation maintained.</p>					
Cirrus SR20	CONTINENTAL IO-360	Flight	Guernsey	15/07/2012	201207987
<p>A/c diverted with communication problems.</p>					
Cirrus SR20	CONTINENTAL IO-360	Cruise	Winsford	24/07/2012	201208476
<p>Infringement of the Manchester CTR (Class D) by a Cirrus SR20. ATC informed pilot of the infringement. Pilot apologised.</p> <p>Pilot later reported they had been heading Southbound through low level corridor, had entered a route on GPS and selected the A/P NAV function for a/c to follow the route. Pilot stated they should have activated the route when further South, where they wouldn't have been as near to the edge of the corridor boundary and, should have decreased the map page range on the MFD which would have aided them in knowing their position more accurately.</p>					
Cirrus SR22	UNKNOWN	Cruise	R112	11/08/2012	201209522
<p>Infringement of Restricted Area R112 by a Cirrus SR22.</p> <p>A/c departed Fairoaks under a Basic Service. Flight plan route showed a/c departing R112 to the South and then tracking Northeast towards Lydd. As the a/c approached the edge of R112, it was instructed to squawk 7000 and freecall on route. A/c then observed inside R112 squawking 7000 tracking East direct towards Lydd and within R112. Controller attempted to re-gain comms but the a/c was unobtainable. Supervisor also attempted to contact the a/c on 121.5.</p>					
CT2K	ROTAX 900	Landing	Scillies	30/07/2012	201208838
<p>On landing a/c veered to the right leaving the paved surface striking a runway edge light. No damage or injuries reported. A/c re-entered runway and taxied unaided.</p>					
CT2K	ROTAX 900	Landing	Redhill	19/08/2012	201209838
<p>UK Reportable Accident. A/c bounced on landing and flipped over onto back. One POB no injuries. A/c inverted with damage to wings and fuselage. Subject to AAIB AARF Investigation.</p>					
GZAW Sportcruiser	ROTAX	Maintenance	Peterborough-Conington	02/08/2012	201209366
<p>Elevator trim out of tolerance with manufacturer's published data.</p> <p>During routine testing it was discovered that the elevator trim tab range of movement was significantly higher than expected. The original factory settings are recorded as 22deg up and 30deg down and within tolerance. The present range of movement has been measured at 25deg up and 35deg down. The actuator for the elevator trim has not been changed since build and is not adjustable once installed. Two further actuators have been acquired that produce the same range of movement when fitted to the a/c. Investigation in progress.</p>					
GZAW Sportcruiser	ROTAX 900	Taxi	Skegness	12/08/2012	201209893
<p>UK Reportable Accident. Following uneventful landing, nose gear collapsed while taxiing. Two POB no injuries. Propeller destroyed, nose leg collapsed. Subject to AAIB AARF Investigation.</p>					

Denney Kitfox	ROTAX 900	Cruise	Isle Of Wight	24/07/2012	201208589
<p><i>Infringement of Solent CTA (Class D) by an unknown a/c at 2500ft squawking 7000. Blind calls made without response. A/c later identified as a Denney Kitfox. Standard separation maintained. Southampton ATC contacted Boumemouth ATC who identified infringer. Denney Kitfox left CAS shortly afterwards but did not contact Solent.</i></p>					
DH Chipmunk	GIPSY MAJOR	Approach	Farnborough	24/07/2012	201208808
<p><i>Partial loss of power on approach which led to engine failure just prior to touchdown. Report from pilot and ground based personnel would suggest the cause was an over rich mixture. Maintenance organisation are planning inspection and fault finding.</i></p>					
DH Chipmunk	GIPSY MAJOR	Unknown	Panshanger	28/07/2012	201208914
<p><i>Infringement of Olympic airspace R112 by a Chipmunk. Appropriate action is being taken as a result of this incident.</i></p>					
DH Chipmunk	GIPSY MAJOR	Taxi	Prestwick	11/08/2012	201209875
<p><i>A/c left taxiway onto grass due to brake failure. Emergency services attended and a/c pushed back to apron. Two POB no injuries.</i></p>					
DH Tigermoth	GIPSY MAJOR	Initial Climb	Shoreham	22/07/2012	201208320
<p><i>MAYDAY declared and a/c returned due to engine problem. Landed on the grass in centre of airfield and taxied back to hangar under own power.</i></p>					
DH Tigermoth	GIPSY MAJOR	Take Off	Fourwood Farm	27/07/2012	201208802
<p><i>UK Reportable Accident. A/c failed to take-off and was stopped by a hedge. Two POB no injuries. Severe damage to one wing. Subject to AAIB AARF investigation.</i></p>					
DH Tigermoth	GIPSY MAJOR	Landing	Gordonstoun School	12/08/2012	201209486
<p><i>UK Reportable Accident. Light a/c attempting to land was caught by high winds and stalled. Two POB with minor injuries. A/c substantially damaged. Subject to AAIB AARF investigation.</i></p>					
DH Tigermoth	GIPSY MAJOR	Approach	Mold	12/08/2012	201209563
<p><i>UK Reportable Accident. Following two unsuccessful attempts to land, a/c struck trees whilst avoiding power lines. One POB, no injuries. A/c extensively damaged. Subject to AAIB AARF investigation.</i></p>					
DH Tigermoth	GIPSY MAJOR	Take Off	Goodwood	16/08/2012	201209720
<p><i>UK Reportable Accident. During take-off roll gust of wind caused a/c to nose over. Two POB no injuries. Damage to propeller and engine Subject to AAIB AARF investigation.</i></p>					
Diamond DA42 Twin Star AUSTRO E4 (AE300)	Parked		Durham Tees Valley	16/07/2012	201208221
<p><i>De-bonding of wing leading edge de-ice panel. During pre-flight inspection it was noticed that the de-icing panel had peeled away from the wing LE surface for approximately 150mm. The de-ice panel was re-attached in accordance with the manufacturer's procedures and the remainder of the panels checked for correct attachment with no signs of detachment apparent. A possible contributing factor is the report of an horizontal windshear encounter 26hrs prior to the report of the detached panel.</i></p>					

Diamond DA42 Twin Star THIELERT TAE 125-01	Parked	Jeddah	01/08/2012	201209452
<p><i>Flight crew refused entry by Jeddah immigration control. Immigration control refused entry and insisted on the immediate departure of the a/c. After crew discussions with the accountable manager and taking into account the options, the weather (VFR) and the emotional and physical state of the crew, it was agreed that the only viable option was to continue to Luxor, the next viable point of landing at that time of night.</i></p>				
Diamond DA42 Twin Star THIELERT TAE 125-02	Hold	Birmingham	10/08/2012	201209469
<p><i>Infringement of the Birmingham CTA (Class D) on three occasions by a DA42 squawking 0262 at 4000ft. Examiner was unaware that student had entered CAS.</i></p>				
Diamond Star DA40-180 LYCOMING IO-360	Flight	Cranfield	31/07/2012	201209077
<p><i>PAN declared and a/c diverted due to hot cylinders. A/c landed safely with fire services in attendance.</i></p>				
Diamond Star DA40-180 THIELERT TAE 125-02	Landing	Coventry	01/08/2012	201209985
<p><i>Following normal approach and flare it was found that RH main undercarriage tyre deflated on landing. Difficulties encountered with directional control and rapid speed loss.</i></p>				
Discus	NOT APPLICABLE	Other	Wittering	24/08/2012
<p><i>201210337</i></p> <p><i>UK Reportable Accident: Glider ground looped due to 90deg crosswind. POB details not stated. A/c slightly damaged. Subject to BGA investigation.</i></p>				
Discus	NOT APPLICABLE	Approach	Crawley Road	24/08/2012
<p><i>201210291</i></p> <p><i>UK Reportable Accident: Glider clipped tree before landing in school playing field. One POB, no injuries. A/c substantially damaged. Subject to BGA investigation.</i></p>				
Europa	ROTAX	Take Off	Shobdon	07/08/2012
<p><i>201209288</i></p> <p><i>Acrid smell of smoke in cockpit noticed after take-off. Bad weather circuit carried out and continued with normal landing. Engineer inspection and test flight carried out without any further problems.</i></p>				
Glider	NOT APPLICABLE	Flight	Burn	28/07/2012
<p><i>201209455</i></p> <p><i>After take-off from airfield, glider tow line broke. Landed in a field.</i></p>				
Glider	NOT APPLICABLE	Landing	Orchard House	29/07/2012
<p><i>201209363</i></p> <p><i>UK Reportable Accident: A/c ground-looped on landing. Damage to RH wing and elevator. One POB no injuries reported. Subject to BGA investigation.</i></p>				
Glider	NOT APPLICABLE	Flight	Kirriemuir, Angus	04/08/2012
<p><i>201209173</i></p> <p><i>UK Reportable Accident: Glider at 1500ft reported as having nose dived into ground. One POB fatally injured. A/c destroyed. Subject to AAIB Field investigation.</i></p>				
Glider	NOT APPLICABLE	Landing	Aboyne	11/08/2012
<p><i>201209938</i></p> <p><i>UK Reportable Accident: Glider landed, wheel brake handle pulled with no effect. A/c rolled off end of runway. One POB no injuries. Damage to landing gear and wing. Investigation delegated to BGA.</i></p>				

Grob G115	LYCOMING AEIO-360	Parked	Unknown	26/07/2012	201208701
<p>On releasing the QRB (harness buckle) the RH shoulder strap failed to release from the RH seat. The shoulder strap was extended to enable the pilot to exit the a/c. Both QRB and RH shoulder strap have been replaced since the incident. Recurring event. Fleet check initiated using a 'gravity check', which is an OEM recommendation, which has identified a further four potential defects. All failures thus far have been attributed to the RH shoulder strap to QRB failing to release correctly. Operator has introduced a Maintenance Note detailing further checks, including all OEM recommendations, at 'A' Check.</p>					
Grob G115	LYCOMING AEIO-360	Unknown	KENET	13/08/2012	201209578
<p>Infringement of Airway L9 (Class A) by a Grob G115 squawking 7000 with Mode C readout of FL73. Standard separation maintained.</p>					
Grob G115	LYCOMING AEIO-360	Maintenance	Wyton	22/08/2012	201210174
<p>Orrni Bearing Selector (OBS) instrument casing and main cable loom behind the LH instrument panel damaged by cables fretting, then arcing and shorting out. Investigation into a reported Electronic Heading Situation Indicator (EHSI) failure found that the wiring loom was severely damaged and there was evidence of arcing on the rear of the OBS and the side plate of the radio stack. It was also noticed that a redundant bolt assembly had not been removed during modification. A fleet check was carried out with no other occurrences found.</p>					
Grob G115	LYCOMING AEIO-360	Flight	Cranwell	23/08/2012	201210028
<p>UK Reportable Accident: In-flight propeller failure. A/c force landed in a field. Two POB, no injuries. Spinner damaged. Subject to AAIB Field investigation.</p>					
Grumman AA1	LYCOMING O-235	Cruise	P114	17/08/2012	201209771
<p>Infringement of Restricted airspace P114 by an AA1. Standard separation maintained.</p>					
Grumman AA5	LYCOMING O-320	Taxi	Haverfordwest	24/07/2012	201208476
<p>AA5 landed RW21 and proceeded to leave the runway at Hold B2 along Taxiway B, which was NOTAMed as closed. Taxiway B was closed due to work in progress. Workers were present resurfacing the taxiway. AA5 had to manoeuvre around ground markers to enter the parking apron. Pilots allegedly admitted they had not read the NOTAMs.</p>					
Grumman AA5	LYCOMING O-320	Cruise	Salisbury	12/08/2012	201209583
<p>Infringement of the SW CTA5 CAS(T) by a Grumman AA5.</p>					
Grumman AA5	Lycoming O-320	Cruise	P114	18/08/2012	201209817
<p>Infringement of P114 Restricted Zone and Stansted TMZ2 (Class G) by an AA5. Standard separation maintained.</p>					
H36 Dimona	ROTAX 900	Unknown	Oxford	11/08/2012	201208618
<p>Infringement of the Oxford ATZ (Class G) by a HK36 squawking 7000 at approx 2000ft. No Mode C displayed. Alleged poor airmanship. Pilot is also believed to have infringed the Brize CTR (Class D).</p>					
Homebuilt	JABIRU 2200	Landing	Chatteris Airfield	18/08/2012	201209866
<p>UK Reportable Accident. During taxi after landing a/c departed runway. Two POB no injuries. LH Wheel damaged. Subject to AAIB AARF investigation.</p>					
Jabiru	UNKNOWN	Cruise	Manston	26/07/2012	201208774
<p>Infringement of the Manston CTR (Class D) by a Jabiru. Standard separation maintained. London FIR were working the a/c but had poor communication with it.</p>					

Mooney 20	Lycoming IO-360	Flight	Amsterdam	22/07/2012	201208498
Transponder problems resulting in false readouts to ATC.					
Mooney 20	LYCOMING O-360	Landing	Elstree	26/07/2012	201208674
Prop strike on landing. No damage reported.					
Motor Glider	LYMBACH	Landing	Carlisle	19/08/2012	201208939
UK Reportable Accident. Motor glider contacted ground three times causing propeller to strike ground. One POB no injuries. Propeller and fuselage damage. Investigation delegated to BGA.					
Motor Glider	ROTAX	Flight	Challock	26/08/2012	201210308
UK Reportable Accident. Glider climbed high on tow. Tug pilot released tow over wooded area. Glider landed hard in only clear field and sustained severe damage. One POB no injuries. BGA Investigation.					
P2006	UNKNOWN	Cruise	Cumbernauld	06/07/2012	201207628
Infringement of the Glasgow CTR (Class D) by an unknown a/c at 1500ft squawking 7000. A/c was subsequently identified as a P2006. Standard separation maintained. Investigations indicate the P2006 entered Glasgow CTR without ATC clearance. The pilot's initial call to ATC was made as they entered the CTR. ATC issued a squawk 2603 ident to identify the a/c. ATC informed pilot they had entered CTR and instructed them to track South to leave CTR. Pilot apologised. Reference was made to protracted RT exchanges with pilot, possibly due to language difficulties. The squawk had initially been incorrectly read back as 3603, but immediately noticed by ATC.					
P2006	ROTAX 900	Cruise	Glasgow	01/08/2012	201209011
Infringement of the Glasgow CTR (Class D) by a P2006 at 2000ft squawking 7000. Traffic info given. Standard separation maintained. Contact established and crew advised they had entered CAS. Crew stated they were conducting an air test. Controller issued a 2601 squawk and instructed the crew to remain on frequency until air test completed.					
Paraglider	UNKNOWN	Flight	Blackpool	19/07/2012	201208776
Infringement of the Blackpool ATZ (Class G) by a paraglider approx 0.5 South of the climb out for RAW10. Police informed. Appropriate CAA action is being taken as a result of this incident.					
Piel CP301 Emeraude	Continental C90	Approach	Shaklewell Farm	28/07/2012	201208503
UK Reportable Accident. A/c slow on approach. Power applied but a/c sank and landed heavily. Two POB, no injuries. Damage to undercarriage, propeller and engine cover. AAIB AARF investigation.					
Piel CP301 Emeraude	Continental C90	Initial Climb	Waddington	18/08/2012	201209864
UK Reportable Accident. A/c had just become airborne, engine failed. A/c put down in field. One POB minor injuries. Extensive damage. Subject to AAIB AARF investigation.					
Pilatus PC12	P&WC PT6A	Ground Handling	Oxford	27/06/2012	201207377
ATC observed a tug tow a PC12 several hundred metres across the apron without ATC clearance. Another a/c was taxiing at the time. ATC allege no RT contact was received from the tug or the PC12, and that ATC permission was not requested or given for the PC12 to be moved.					
Pioneer 300	ROTAX 900	Landing	Private Strip	21/07/2012	201209458
UK Reportable Accident. A/c flying with landing gear down. On landing, RH gear collapsed, a/c remained on runway. Two POB no injuries. Damage to undercarriage. Subject to AAIB AARF investigation. During previous sector one green light remained illuminated after landing gear retraction. Unsuccessful attempts were made to clear light. Elected to fly return sector with gear down. Damage to main and nose gear retraction rods.					

Pioneer 300	ROTAX 900	Cruise	R112	09/08/2012	201209383
Infringement of Restricted Area R112 by a Pioneer 300. Appropriate CAA action to be taken as a result of this incident.					
Pioneer 300 Hawk	ROTAX 900	Cruise	Compton	30/07/2012	201208763
Infringement of Area 7 Olympic CAS-T Airspace (Class D) by a Pioneer 300 Hawk. A/c indicating 4400ft on a 7000 squawk. Blind calls made but with no response. Standard separation maintained.					
Pioneer 400	UNKNOWN	Approach	Ledbury Airstrip	26/08/2012	201210340
UK Reportable Accident. Nose pitched up violently while gliding into strip. A/c landed with gear only partially extended. Two POB with no injuries. Subject to AAIB AARF investigation. Propeller damaged.					
Piper J3	CONTINENTAL A65	Descent	Little Rissington	19/08/2012	201209900
Infringement of Little Rissington ATZ (Class G) by a Piper J3 and possible unauthorised touchdown. After entering overhead from the East and fly a LH pattern as if to join R/W22, the a/c was observed flying along the entire length of R/W22 at a height estimated to be below 50ft AGL. It is noted that a Gliding Scholarship Course is taking place between 18-28 Aug, however, although authorised no NOTAM appears on the AIS website.					
Piper PA28 Pawnee	LYCOMING O-540	Landing	Kirton-in-Lindsey Airfield	18/08/2012	201209944
UK Reportable Accident. A/c flipped over on landing due to damage to landing gear. One POB no injuries. Damage to landing gear bolts. Subject to AAIB AARF investigation.					
Piper PA28	LYCOMING O-320	Cruise	Earls Colne	16/05/2012	201208477
Precautionary landing due to decreasing oil pressure indication. Oil temperature was normal. Pilot elected to make a precautionary landing and await engineering support. On investigation, a small metal particle was found between the oil pressure relief valve ball and seat.					
Piper PA28	LYCOMING O-360	Climb	Stansted	27/08/2012	201207229
Infringement of the Stansted CTA (Class D) by an a/c in climb, Northwest of Weatherfield. A/c identified by Mode S as a PA28. CAIT activated. Standard separation maintained. PA28 climbed to 2000ft before leaving CAS to the East.					
Piper PA28	Lycoming O-360	Cruise	Nottingham East Midlands	01/07/2012	201207414
Alleged infringement of the East Midlands CTA (Class D) by a PA28 at 2000ft. Standard separation maintained. PA28 called requesting a Basic Service and CTR transit as part of a VFR navex. Despite a correct readback, the PA28 was observed deviating from track by 90deg and was offered navigational assistance. On clearing the CTR to the North, the pilot requested frequency change to Nottingham Radio. Pilot failed to select 7000 squawk on leaving the frequency, and was subsequently observed turning South from Nottingham at 2000ft through East Midlands CTA. Nottingham were asked to transfer the PA28 back to East Midlands Approach. By the time the pilot called on 134.175, still wearing East Midlands 4555 squawk, the a/c had infringed CTA2. ATC training in progress.					
Piper PA28	UNKNOWN	Cruise		06/07/2012	201207780
PA28 had been cleared to FL80, ATC observed PA28's Mode C at FL77 then FL75. ATC queried pilot, who returned to FL80. ATC then observed PA28's Mode C indicating FL83. Standard separation maintained. Reporter alleges PA28 pilot had admitted to descending from his cleared level. However, the PA28 had returned to FL82 before ATC could query their climb above cleared level FL80. LACC planner telephoned TC to inform them of the PA28.					

Piper PA28	LYCOMING O-320	Cruise	Glasgow	13/07/2012	201208060
<p><i>Infringement of the Glasgow CTR (Class D) by a PA28 at 1500ft.</i> Pilot requested Special VFR to transit Glasgow airspace. ATC asked pilot to hold clear of the CTR. Pilot made one orbit left and elected to route North to be clear of the zone. ATC subsequently informed pilot they were 2nm within the CTR. Pilot apologised.</p>					
Piper PA28	LYCOMING O-320	Climb	Stapleford	13/07/2012	201208377
<p><i>MAYDAY declared and a/c returned due to rough running engine.</i> During a climb the engine power dropped from 2500rpm to 1900rpm. A/c landed safely.</p>					
Piper PA28	LYCOMING O-360	Flight	En Route	14/07/2012	201208090
<p><i>A/c returned with radio failure.</i> Communications eventually established via passenger mobile phone and landing clearance given using mobile and Aklis lamp. A/c landed safely. It was discovered that the battery had failed due to worn brushes in the alternator. All radio equipment failed when the battery power was exhausted.</p>					
Piper PA28	LYCOMING O-320	Circuit	Kemble	15/07/2012	201207970
<p><i>Runway incursion of R/W26 by a vehicle. Two missed approaches resulted. The RFFS were deployed and appropriate action was taken.</i></p>					
Piper PA28	LYCOMING O-320	Flight	Shobdon	15/07/2012	201208103
<p><i>Emergency landing following backfire and resulting smoke in cabin.</i> During magneto checks, when mags selected 'off' the engine backfired. This appears to have dislodged the exhaust.</p>					
Piper PA28	LYCOMING IO-360	Taxi	Manchester Barton A/F	15/07/2012	201207966
<p><i>Runway incursion and subsequent departure from incorrect runway.</i> The a/c taxied past Holding Point A3, which had been read back correctly. When queried the pilot advised he was ready for departure. A/c then advised take-off your discretion 27R which was also read back correctly. A/c then departed 27L. Pilot was advised of his errors and apologised.</p>					
Piper PA28	Lycoming O-320	Taxi	Prestwick	19/07/2012	201209789
<p><i>A/c in collision with water barrels placed at the end of a line of parked a/c.</i> Incident under investigation by airport operator.</p>					
Piper PA28	LYCOMING IO-360	Initial Climb	Dundee	20/07/2012	201208270
<p><i>MAYDAY declared and a/c returned due to rough running engine.</i> A/c landed safely with emergency services in attendance.</p>					
Piper PA28	LYCOMING O-320	Approach	Cardiff	27/07/2012	201208668
<p><i>A/c landed without clearance.</i> A/c requested to contact the tower and clearance issued to vacate the runway. Controller had been distracted due to other a/c approaching St Athan (interface point with Cardiff). ATC controller subsequently contacted company CFI appraising them of the occurrence and to remind them of the requirement to obtain clearance.</p>					
Piper PA28	LYCOMING O-320	Take Off	Bournemouth	27/07/2012	201208654
<p><i>Rejected take-off due to birdstrike.</i> No damage reported. Bird species identified as Rook.</p>					
Piper PA28	LYCOMING O-320	Taxi	Carlisle	27/07/2012	201208926
<p><i>Runway incursion. PA28 cleared to holding point 'C' was observed travelling past the holding point and continuing at a slow taxi speed towards RW25.</i> Pilot was reminded of his clearance limit and apologised. No other traffic was affected and a/c was cleared to enter R/W25.</p>					

Piper PA28	LYCOMING O-320	Take Off	East Batch Farm	27/07/2012	201208738
UK Reportable Accident: A/c attempted to take-off, hit a hedge and crashed. Two POB with serious injuries, a/c extensively damaged. Subject to AAIB AARF investigation.					
Piper PA28	Lycoming O-360	Cruise	Whitstable	28/07/2012	201208935
Infringement of the Manston CTR / CAS(T) (Class D) by a PA28 at 1600ft squawking 7000. Standard separation maintained. Pilot subsequently advised ATC that he had been having communication difficulties with ATLAS control and had become distracted, resulting in an inadvertent entry into the CTR.					
Piper PA28	LYCOMING O-320	Maintenance	Manston	31/07/2012	201208773
Alleged substandard record keeping and maintenance of a/c. The a/c's C of A was suspended and CAA Survey Department completed an interview with the maintenance organisation. It was found that they had followed their current CAME procedure with regards to records retention at the time of ARC issue. CAME and procedures will be reviewed and amended accordingly. The a/c currently remains with the organisation awaiting further instruction from the new owners.					
Piper PA28	LYCOMING IO-360	Circuit	Cardiff	02/08/2012	201209038
Landing gear failed to deploy. A/c on circuits reported an undercarriage problem after the first touch-and-go. A low flypast inspection was carried out and the tower confirmed landing gear not down. A/c flown in to the hold and flight crew used back-up system to lower the landing gear. Second visual check confirmed landing gear down and a/c landed safely with emergency services in attendance.					
Piper PA28	LYCOMING O-320	Cruise	Canterbury	04/08/2012	201209271
Infringement of the Manston CTR (Class D) by a PA28 at 2300ft squawking 1545. Standard separation maintained. Pilot notified of the infringement and advised that a clearance is required to enter CAS.					
Piper PA28	LYCOMING O-320	Take Off	Lyneham	06/08/2012	201209281
Birdstrike during take-off. Pilot advised to hold position due to birds on the runway as a bird control vehicle was about to enter the runway and disperse the flock. Pilot elected to depart. Two birds struck.					
Piper PA28	LYCOMING O-320	Cruise	Boscombe Down	08/08/2012	201209612
Infringement of active Danger Area EGD 123 (Boscombe Down) by a PA28 squawking 7000 at 1500ft. Transponder trace resulted in the a/c being traced to Wolverhampton, who subsequently confirmed identity of the a/c.					
Piper PA28	Lycoming O-320	Landing	Gloucester-Staverton	09/08/2012	201209403
Pilot initially lost and heading provided. On landing a/c appeared to touch down heavily, nosewheel first, and bounce a few times before going around. Full emergency initiated. On final approach a/c went around from due to a/c being south of track. The next circuit and approach appeared normal so a landing clearance was issued. The a/c touched nosewheel first and bounced a few times before the pilot initiated a go-around. Due to the appearance of this, suspected possible damage and full emergency initiated. The a/c landed safely. The runway and the a/c were inspected and no damage was found.					
Piper PA28	LYCOMING O-320	Taxi	Kemble	09/08/2012	201209400
PA28 instructed to taxi from H-Site hangars via Taxiways A and G to the North Apron was observed taxiing past G1, enter the grass runway and continue down the centreline from R/W26 threshold. FISO contacted the a/c and advised the pilot he had entered an active runway. A/c vacated the runway and continued to taxi via Taxiway G to the North Apron. Taxi route instruction had been read back correctly. Investigation under 201207039.					

Piper PA28	LYCOMING O-320	Landing	Liverpool	10/08/2012	201209560
<p><i>Runway excursion on landing.</i> A/c veered to the left after touchdown, leaving the runway and bouncing several times on the grass. Emergency services attended but the a/c was able taxi back to the apron under own power. Four POB with no injuries and no sign of damage to the a/c. Pilot concluded that as a hot day with no wind, meant a relatively high rollout speed, it would have been better to allow the a/c to slow down on the runway and take a later turnoff exit.</p>					
Piper PA28	LYCOMING O-320	Take Off	Shoreham	12/08/2012	201209761
<p><i>A/c veered off runway during take-off roll. No damage or injuries. Pilot asked to visit tower for de-brief.</i> A thorough engineering check revealed no faults. It is thought that the parking brake may not have been fully released prior to take-off. The pilot will undergo a check ride before their next flight.</p>					
Piper PA28	LYCOMING O-320	Landing	Coventry	14/08/2012	201209627
<p><i>A/c landed, veered off runway onto grass then returned to runway and stopped.</i></p>					
Piper PA28	LYCOMING O-360	Cruise	London-Heathrow	16/08/2012	201209728
<p><i>Infringement of P114 by a PA28 at 2000ft squawking 7000. Standard separation maintained.</i> Appropriate action is to be taken as a result of this incident.</p>					
Piper PA28	LYCOMING O-360	Circuit	Blackbushe	20/08/2012	201209941
<p><i>A/c performed at least three visual circuits on closed airfield.</i> Airport closed at 17:00 and the a/c was recorded between 17:57 to 18:17. Noise complaints were received. Similar occurrence reported previously for this club a/c.</p>					
Piper PA28	LYCOMING O-360	Cruise	Brookmans Park	21/08/2012	201209925
<p><i>Infringement of P114 and the London City CTA (Class D) by a PA28 at 2000ft. Standard separation maintained. Traffic info given.</i> City departures suspended. Appropriate CAA action being taken as a result of this incident.</p>					
Piper PA28	LYCOMING O-320	Cruise	Eskmeals EGD406	22/08/2012	201210023
<p><i>Infringement of Danger Area EGD 406 (Eskmeals) from South to North by a PA28 at 2900ft.</i></p>					
Piper PA28	LYCOMING O-320	Landing	Enstone	27/08/2012	201210379
<p><i>UK Reportable Accident: A/c veered off runway on landing (crosswinds) and struck a fence. Two POB, no injuries. AAIB AARF investigation.</i></p>					
Piper PA30 Twin Comanche	UNKNOWN	Cruise	Farnborough	24/07/2012	201208646
<p><i>Reporter states the ATLAS coordination procedure results in a significant increase in the FISO workload.</i> A PA30 is alleged to have infringed Olympic CAS due to the coordination issues. The PA30 was inbound to Blackbushe from Jersey in receipt of a BS from the FIR which had a moderate to heavy workload with Olympic CAS-T in force. The PA30 pilot indicated that he intended to enter R112 via VAPID but due to problems with an authorisation number it was likely that entry into R112 might be refused. Farnborough observed the PA30 at HAZEL at 5000ft inside CAS and requested that the FIR transfer the a/c to them due to Farnborough traffic inbound from the West at 4000ft. The FIR was unaware that the PA30 was in the vicinity of HAZEL and transferred the a/c to Farnborough. The Farnborough controller informed the PA30 that he needed to descend to leave CAS. The pilot reported that he was clear of the TMA and seemed unaware that he was in the CAS-T. The pilot was subsequently given a routing to Blackbushe. The Farnborough radar controller resolved the situation. No further CAA action.</p>					
Piper PA30 Twin Comanche	UNKNOWN	Cruise	D201/202	26/07/2012	201208636
<p><i>Infringement of Danger Areas EG D201 and EG D202 (Aberporth) by an unknown a/c squawking 7000. Blind calls made without response. A/c later identified as a PA30.</i> PA30 changed squawk to 1177 and was transferred to frequency 119.650 and informed of their infringement. PA30 subsequently changed frequency en-route. Concerns were raised as to where a/c was routing and D&D cell were called. Pilot contacted Aberporth ATC post flight, apologised for the infringements and allegedly stated they were unfamiliar with the a/c and had experienced navigational difficulties. Pilot was thoroughly debriefed by Senior ATC.</p>					

Piper PA31	LYCOMING TIO-540	Cruise	Luton	11/08/2012	201209543
Infringement of Restricted Area R112 by a PA31 at 2100ft squawking 7000. A/c instructed to route West to vacate the zone. Standard separation maintained.					
Piper PA31	UNKNOWN	Taxi	Edinburgh	15/08/2012	201209652
PA31 was instructed to taxi to M2 to hold whilst in LVPs which was read back. It was subsequently noted on the SMR that the a/c had not stopped at M2 and was proceeding to M3. When challenged the pilot replied he was taxiing to M3. The pilot was told to Hold at M3 until OPS came to secure the crossing.					
Piper PA32	UNKNOWN	Flight	Southampton	28/07/2012	201208720
ATC observed Mode C varying between FL88 & FL92, readout then disappeared. A/c reported battery problems causing electrical failure and requested a diversion. A/c given instructions for diversion but did not read back. Numerous blind transmissions made but no two way communications established. Communications subsequently established via a nearby a/c. A/c reported landing safely. Issues caused by alternator failure.					
Piper PA34 Seneca	LYCOMING IO-360	Approach	Stapleford	30/05/2012	201207938
Left engine runaway during descent. During a training exercise, the right engine was switched to idle to simulate engine failure. Airspeed was too high during the descent so LH engine throttle lever pulled back. There was no change to the RPM and it was surmised that the LH engine was locked in a full power condition. Both engines feathered in the late stages of the approach, PAN declared and a/c landed safely. On subsequent inspection, the LH engine throttle cable connecting rod-end at injector fitting ball end had come out of the fitting. The company has amended the a/c maintenance program to ensure inspections in this area are carried out at each scheduled check.					
Piper PA34 Seneca	CONTINENTAL TSIO-360	Climb	Oxford	02/08/2012	201209141
Noticeable drop in a/c attitude and performance during climb. RPM fluctuating between 1400 and 1500. PAN declared, a/c returned and engine shut down as precautionary measure. Engine subjected to extensive investigation to determine cause of loss in power. Nothing obvious found. A/c taken for extensive engine ground run where all power checks, turbo boost checks and fuel system checks were carried out. No abnormal readings or out of limit parameters were found.					
Piper PA38 Tomahawk	LYCOMING O-235	Taxi	Inverness	17/07/2012	201208124
FOD (fuel cap) found on runway intersection. Operator had reported a missing fuel cap and requested runway inspection. The fuel cap was found on the intersection and returned to the operator.					
Piper PA38 Tomahawk	LYCOMING O-235	Hold	Hawarden	24/07/2012	201208461
PAN declared after LH engine cowling cover opened during flight. Instructor took control and landed a/c safely. Cause unknown, both catches were checked and secured before flight with no visible issues. Engineer replaced cowling.					
Piper PA38 Tomahawk	LYCOMING O-235	Landing	Elstree	09/08/2012	201209454
UK Reportable Accident: A/c bounced several times on landing and ground-looped. Two POB with no injuries reported. A/c substantially damaged. Subject to AAIB AARF investigation.					
Piper PA38 Tomahawk	LYCOMING O-235	Flight	Aldford	16/08/2012	201209708
UK Reportable Accident. A/c crashed during training flight. Two POB fatal injuries. Substantial damage no fire. Subject to AAIB Field investigation.					
Piper PA46T Meridian	LYCOMING TIO-540	Unknown	En Route	29/07/2012	201208731
A/c descended below cleared level after autopilot disengaged. ATC contacted pilot and a/c returned to cleared level.					

Pulsar	ROTAX 900	Cruise	Elstree to Lippetts Hill	26/08/2012	201210129
<i>Alleged infringement of Restricted Area P114 by a Pulsar squawking 7000 at 1500ft. Traffic info given.</i>					
Robin 200	LYCOMING O-235	Circuit	Duxford	06/08/2012	201209222
<i>Go-around initiated by Robin 200 in the circuit at 500ft due to pedestrian observed on the runway. A/c subsequently landed after runway was clear. It believed that the pedestrian intended to visit the museum. The absence of any fences/barriers or signage were cited as contributory factors.</i>					
Robin 400	LYCOMING O-360	Flight	Newcastle	21/07/2012	201208633
<i>PAN declared due to heat in cockpit. A/c diverted, full emergency declared with fire service in attendance. A/c stopped on taxi way and occupants evacuated safely. Engine was hot but no indication of fire.</i>					
Robin 400	LYCOMING IO-360	Cruise	Brize Norton	24/07/2012	201208511
<i>Infringement of the Brize Norton CTR (Class D) by an unknown a/c squawking 7000 at 2400ft. A/c identified through Oxford ATC as a Robin 400. Standard separation maintained. The pilot subsequently contacted Brize Norton ATC to apologise, allegedly stating they had misdialed the Brize Norton frequency. Brize Norton ATC informed pilot that in the event of no radio contact they should avoid the CTR.</i>					
Robin 400	Lycoming O-235	Climb	Bath	17/08/2012	201209786
<i>Infringement of the Bristol CTA (Class D) by a DR400 squawking 7000 at 3800ft. Traffic info given. Bristol inbound flight was given vectors outside CAS to go around the intruder. Two inbound flights were vectored onto the ILS at Bristol by shortening the final approach. A/c was seen to depart to the North at about 4800ft and tracked to Gloucester where it was positively identified. Pilot later called Bristol ATC.</i>					
Socata TB10	LYCOMING O-360	Unknown	EXMOR	13/07/2012	201208614
<i>Reporter alleged NAS/Mode S data did not convert on Cardiff Radar for a TB10. Investigations indicate ATC allocated a NAS squawk to the TB10 but it did not code/callsign convert. Mode S data was available, however ATC, allegedly, did not check the Cleve Hill feed for code/callsign conversion. Sector 6 were contacted to coordinate the TB10 into their airspace and were asked if their information was converted, Sector 6 confirmed their equipment was code/callsign converted.</i>					
Socata TB10	LYCOMING O-360	Cruise	Manston	29/07/2012	201208948
<i>Infringement of the Manston CTR (Class D) by a TB10. Standard separation maintained. When advised that they had entered the CTA/CTR without clearance the pilot responded that he had filed a flight plan. Pilot reminded that a specific clearance is still required to enter CAS.</i>					
Spitfire	RR MERLIN	Cruise	Luton	05/07/2012	201207559
<i>Infringement of the Luton CTR (Class D) by a Spitfire showing as primary contact only. Departures suspended 1-2mins. Standard separation maintained. A/c identified on arrival.</i>					
Spitfire	RR MERLIN	Cruise	Benson	04/08/2012	201209138
<i>Infringement of Farnborough CAS T CTR (Class D) by a Spitfire at 3000ft. ATLAS control were not working the a/c.</i>					
SZD-61-1	NOT APPLICABLE	Approach	Stamford	26/08/2012	201210315
<i>UK Reportable Accident: A/c contacted wires and landed hard causing severe damage to a/c. One POB, no injuries. Subject to BGA investigation.</i>					
Twister	UNKNOWN	Landing	Henstridge	25/07/2012	201208799
<i>UK Reportable Accident: Heavy landing resulted in damage to undercarriage and a/c leg. One POB, no injury. Subject to AAIB AARF investigation.</i>					

YAK 18	IVCHE M-14P	Landing	Popham	24/07/2012	201208627
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UK Reportable Accident: Pilot failed to select gear down for landing. Wheels up landing followed. One POB, no injuries reported. Substantial damage to a/c. Subject to AAIB AARF investigation.

YAK 59	IVCHE M-14P	Cruise	Peterborough- Sibson	11/08/2012	201209961
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PAN declared and a/c immediately diverted due to engine malfunction. There was a smell of exhaust gas, the RPM surged and engine began to run rough. A/c landed safely. The LH side and underside of the fuselage was covered in oil and upon removing the cowlings it was discovered that a number of the front attachment studs for nr4 cylinder had sheared off. The cylinder movement had broken the nr4 exhaust pipe, the lower left section had detached and was found in the bottom of the cowl.

SECTION 2 : ROTARY WING AIRCRAFT

Agusta A109	UNKNOWN	Cruise	Biggin	29/07/2012	201209088
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*Infringement of Restricted Area R112 by an A109 that had been given an ATLAS squawk however failed to maintain two way comms with ATLAS control.
Pilot allegedly made no attempts to re-establish comms or monitor 121.5. A/c carried on flight planned route.*

Agusta A109	PW 207E	Cruise	Farnborough	01/08/2012	201208987
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*Infringement of Farnborough CAS-T (Class D) by an Agusta A109. ATLAS called Farnborough to hand over the A109. It was repeated that the a/c must remain outside until cleared in.
The a/c still infringed without calling or any change of track to remain outside. Standard separation maintained.*

Bell 206 Jet Ranger	ALLISON 250	Taxi	Farnborough	15/07/2012	201207963
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Bell 206 was cleared to Holding Point A1 but the helicopter crossed the stopbar and entered RW24.

Bell 206 Jet Ranger	ALLISON 250	Cruise	En Route	03/08/2012	201209370
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*Passenger door opened in flight.
During cruise a passenger reported that the rear door had opened. A/c slowed to 60kts and passenger was instructed to calmly open the door slightly and close it and turn the handle to closed position. After a couple of attempts the door was secured. The reporter states that all doors were checked and confirmed as secure before flight.*

Bell 206 Jet Ranger	ALLISON 250	Flight	Stansted	16/08/2012	201209727
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*Infringement of the Stansted TMZ 2 (Class G) by a Bell 206 (initially unknown) at 1400ft. Investigation under 201207537.
After tracking in a South East direction, the helicopter changed to a Southend squawk. Pilot called later to say he was sure his transponder was squawking Mode A and C and that they were at 1400ft.*

Bell 412	UNKNOWN	Parked	Unknown	11/07/2012	201207929
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*Combiner box oil temperature caution during passenger boarding.
Oil temperature noted high at 110deg C and pressure at 63psi. The C-Box cooler matrix was visually inspected and no debris was seen to be obstructing. Checklist consulted and a/c shut down. During shutdown procedure caution extinguished. Nr was brought back to 80% and engines advances to 100%. C-Box oil temp stabilised at 100deg. Decision made to return to base. Investigation at base revealed oil cooler matrix to be contaminated with dust and grass.*

Benson	ROTAX	Flight	Dover	21/06/2012	201208786
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*Engine loss of power.
A/c returned and investigation found the main oil filter full of metal and indications of crankshaft bearing damage. Reporter concerned that this could be an inherent fault and should be highlighted.*

Boikow 105	ALLISON 250	Cruise	Brize Norton	27/07/2012	201208977
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*Infringement of the Brize Norton CTR (Class D) by a Bo105 squawking 7000 at 1700ft. Pilot had failed to put on assigned squawks from London, Brize and Benson.
The pilot's understanding of English was allegedly poor. The pilot has been thoroughly debriefed on frequency and was fully aware of his error. Investigations indicate that the UK registered owner had sold the Bo105 to a Dutch company who collected the a/c that day and flew it from Gloucestershire to Southend en-route to new base in Holland.
No further CAA action at this time.*

Boikow 117	ARRIEL	Maintenance	Oxford	11/07/2012	201208056
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*During scheduled maintenance, evidence of overheating and burning found inside battery box, at the terminal on the output side.
No other damage found on any other part of the DC distribution system. Damage has been caused to the fuse, fuse holder, cable and terminal lug. Affected cable has been inspected along its entire length and no short circuit or chafing has been found. No electrical anomalies have been reported in service.*

Boikow 117	ARRIEL	Parked	Belfast	20/08/2012	201209947
<p><i>Tail rotor fault identified during pre-flight inspection.</i> The tail rotor was found to have excessive play in the fore/aft direction. Significant wear was found on a bolt connecting the tail rotor hub and shaft and increased wear on the tail rotor shaft input to the tail rotor gearbox. Increased vibration levels had been reported in the previous days and inspections carried out but no faults had been found. Investigation is ongoing.</p>					
Enstrom 230	LYCOMING HIO-360	Flight	Manchester	24/07/2012	201208439
<p><i>Infringement of the Manchester CTA (Class D) by an Enstrom tracking southbound. A/c had been operating in the LLR. Standard separation maintained.</i> Pilot apologised for his error.</p>					
Eurocopter EC155	ARRIEL	Cruise	Farnborough	30/07/2012	201208783
<p><i>Infringement of the Farnborough Olympic CTR-T (Class D) by an EC155 which was in receipt of an ATC service from ATLAS.</i> ATLAS called Farnborough after the a/c was in the CTR asking if they could keep it but Farnborough requested that the a/c be passed to Farnborough. The pilot advised that he was only doing what he was told to do by ATLAS.</p>					
Hiller UH12	UNKNOWN	Approach	Elstree	04/08/2012	201209336
<p><i>UK Reportable Accident. A/c lost power on approach, suffering tail strike on landing. Tail rotor and boom struck ground. Two POB no injuries.</i> Subject to AAIB AARF investigation. Damage to tail rotor gearbox and rear fuselage.</p>					
MT03	ROTAX 900	Landing	Rufforth	31/07/2012	201209023
<p><i>UK Reportable Accident. A/c ran off end of runway on landing. One POB no injuries. A/c sustained substantial damage. Subject to AAIB AARF investigation.</i></p>					
RAF 2000 Autogyro	UNKNOWN	Take Off	Lamberhurst Farm	14/08/2012	201209790
<p><i>UK Reportable Accident. Engine failure on take-off at approx 50ft. Attempted to land on runway but sank and impacted ground. One POB no injuries. Damage sustained. Subject to AAIB AARF investigation.</i> Damage consisted of broken axle-components which had been stress loaded. Wheel detached and struck propeller, propeller detached.</p>					
Robinson R22	LYCOMING O-360	Flight	Gloucester-Staverton	07/07/2012	201207651
<p><i>Alleged infringement of Area 2 RA (T) by an R22 (A/C095/2012 refers).</i> A/c had booked out to the North West on a 45min detail. VDF information backed this up and pilot then reported sighting the Red Arrows Southbound. At the same time Brize had called asking if they were working the a/c and were given information on R22. Pilot was informed of the incident by telephone to the Tower after his arrival. Appropriate CAA action being taken as a result of this incident.</p>					
Robinson R22	LYCOMING O-320	Flight	Leicester	14/08/2012	201209641
<p><i>UK Reportable Accident. Rough running engine. Auto rotation to land following RH yaw. Landed heavily and fell onto side. Two POB no injuries.</i> Substantial damage. Subject to AAIB AARF investigation. Full damage report to be assessed.</p>					
Robinson R44	CONTINENTAL IO-540	Landing	Cendere	16/05/2012	201209070
<p><i>UK Reportable Accident. Weather conditions rapidly deteriorated. A/c landed on a slope, tilted, and rotors dug into the ground. Two POB no injuries. Extensive damage. Foreign investigation.</i></p>					
Robinson R44	UNKNOWN	Cruise	Syerston	13/07/2012	201207936
<p><i>Infringement of the Syerston ATZ Gliding Site (Class G) by an R44 between 700ft-1000ft. Gliding site was not active at the time.</i> ATC observed R44 transiting the ATZ on a southerly heading over the airfield, down RW15/33. Two way communication was not established, and no calls were heard on the radio.</p>					

Robinson R44	UNKNOWN	Unknown	Headcorn / Lashenden	27/07/2012	201209266
<p><i>Infringement of Restricted Area R112 by an R44.</i> Appropriate CAA action is being taken as a result of this incident.</p>					
Robinson R44	CONTINENTAL IO-540	Flight	Nairobi	05/08/2012	201209149
<p><i>UK Reportable Accident. A/c experienced dynamic rollover. Two POB, minor injuries. Sustained extensive damage including fire. Subject to foreign Authority investigation.</i></p>					
Robinson R44	LYCOMING O-540	Cruise	EGR 112	15/08/2012	201209656
<p><i>Infringement of EG R112 by an R44 (believed).</i></p>					
Robinson R44	LYCOMING O-540	Unknown	Manchester	21/08/2012	201209924
<p><i>Infringement of the Manchester CTR (Class D) by an unknown a/c, with unconfirmed Mode C indicating 1600ft. A/c later identified as an R44. Standard separation maintained.</i> Manchester APP controller made several blind calls. R44 contacted controller and was placed on a 7350 squawk. Controller advised R44 of their infringement. R44 allegedly stated they thought they were clear of the CTR. No other traffic affected.</p>					
SA350 Ecureuil	Arriel	Unknown	Isle of Man	16/07/2012	201209057
<p><i>Infringement of the Isle of Man CTR (Class D) by an AS350. Standard separation maintained.</i> ATC alleged AS350 had called repeatedly and had been asked to standby and remain outside of CAS. Pilot was advised of infringement and had allegedly expressed surprise, believing they had been clear of CAS at low level.</p>					
SA355 Ecureuil Twin	UNKNOWN	Climb	London City	20/08/2012	201207032
<p><i>ATC restricted SA355 to not above 1000ft. ATC subsequently observed SA355 climb and reach 1400ft.</i> Pilot was requested to confirm altitude and replied 1500ft. ATC reminded SA355 their altitude had been restricted to not above 1000ft and gave new restriction not above 1500ft.</p>					
SA355 Ecureuil Twin	ALLISON 250	Approach	Silverstone	08/07/2012	201207770
<p><i>ATC instructed AS355 to join for RW03 and report South Point, which AS355 acknowledged. AS355 was subsequently observed on short finals for RW24. AS355 landed safely.</i></p>					
SA355 Ecureuil Twin	UNKNOWN	Cruise	Farnborough	27/07/2012	201208707
<p><i>Infringement of Farnborough CAS-T (Class D) by an AS355. When the pilot was told that it was believed that he was in CAS he replied that he had been working ATLAS.</i> Pilot told that he was in CAS and he needed a clearance to enter.</p>					
SA355 Ecureuil Twin	UNKNOWN	Cruise	Edmonton	29/07/2012	201209013
<p><i>SA355 on railway line patrol at 1000ft, reported being targeted by a green laser for approx 5-10secs from the vicinity of Edmonton. Police informed.</i></p>					
SA355 Ecureuil Twin	ALLISON 250	Cruise	Hackney	31/07/2012	201209099
<p><i>SA355 engaged on railway survey 1200ft, reported being targeted by a green laser for approx 3-4secs from the top of a block of flats in Hackney. Police notified.</i></p>					
SA355 Ecureuil Twin	UNKNOWN	Cruise	Harlow	06/08/2012	201209394
<p><i>SA355 conducting survey work in the Harlow area at 1500ft reported being targeted by a green laser for a few seconds. Suggested source of laser, industrial area of Harlow. Police notified.</i></p>					

SA365 Dauphin	ARRIEL	Cruise	En Route	23/07/2012	201208634
<p>A/c in cruise at 1000ft, amber GEN1 & GEN2 captions and GEN 1+2 flashed momentarily. After approx 15secs GEN1 remained illuminated. A/c returned.</p> <p>As a/c returning GEN1 caption satisfactorily reset in accordance with checklist. On short finals to land GEN1 and GEN 1+2 once again flashed momentarily before GEN1 caption remained illuminated. Engineering inspection revealed voltage regulator had become affected by water ingress.</p>					
SA365 Dauphin	ARRIEL	Cruise	En Route	24/07/2012	201208635
<p>Nr2 engine oil pressure indication low.</p> <p>QRH actioned and flight continued. On approach, when power was reduced the 'ENG 2' caption illuminated below approximately 88Ng. Power was re-applied and the caption extinguished. The caption briefly illuminated at various times when power was reduced but once below 50kts with an increasing power demand the caption remained out. A/c landed without further incident.</p>					
Sikorsky S76	ARRIEL	Parked	Oil Rig	27/07/2012	201208781
<p>Oil discovered leaking from engine nr1 on arrival.</p> <p>Engineers conducted ground run and checks, the leak was found to be within limits and engineers advised a/c ok to return to base. Once back at base the nr1 engine was replaced and a/c returned to service.</p>					
Sikorsky S76	ARRIEL	Parked	Oil Rig	01/08/2012	201209086
<p>Extension of flight duty period after MGB caution.</p> <p>Appropriate extensions granted. Engineers report confirmed inspection of MGB chip detectors. A negligible amount of debris was found so chip detectors cleaned and oil system drained and refilled. A/c returned to service.</p>					
Sikorsky S76	ARRIEL	Cruise	Woodley - Ockham	02/08/2012	201209047
<p>Infringement of the London CTR (Class A) WOD-OCK fillet by an S76 at 1400ft. A/c issued with a clearance to transit at 1600ft. Standard separation maintained.</p>					
Sikorsky S76	ARRIEL	Hover	Oxford University	06/08/2012	201209269
<p>Rotor downdraft caused damage to property.</p> <p>A/c departed from a playing field which contained a cricket square protected by removable covers. When a/c lifted into hover and departed the field the rotor downdraft caused the covers to blow away. Damage was caused to the fabric and structure of these covers.</p>					
Sikorsky S76	P&WC PT6B	Not Applicable	Stansted	31/08/2012	201210381
<p>Non-compliance with an FAA Airworthiness Directive (AD).</p> <p>Whilst in the process of transferring a/c to a new CAMO, the discrepancy was found during a records check. The FAA AD [2010-10-02] relates to the main rotor servos and states that these parts must be replaced with a modified version before completing 3000hrs. This was not recorded as having taken place. All three servos have been removed and sent for modification before further flight.</p>					

SECTION 3 : OTHER

Balloon	NOT APPLICABLE	Climb	Odiham	26/07/2012	201208682
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Infringement of the Farnborough CTA (Class D) by a hot air balloon. Standard separation maintained.

Balloon	NOT APPLICABLE	Parked	Kirkby Lonsdale	31/07/2012	201209190
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UK Reportable Accident: Passenger injured whilst disembarking balloon basket after landing. Normal flight and landing, no damage to a/c or other POB. Subject to AAIB AARF Investigation.

Balloon	NOT APPLICABLE	Landing	Brockhail	08/08/2012	201209937
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Balloon operated late in the day and not in accordance with Air Regulations or the recommendations of CAP611. A/c undershot the landing field and touched down in a garden before rising again to land in a field.

12 POB with no injuries reported and no damage to balloon or third party property.

Balloon	NOT APPLICABLE	Flight	Clapham	08/08/2012	201209565
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Serious Incident: Balloon contacted power lines. 16 POB with no injuries. No damage reported, inspection to be carried out. Power cable broken. Subject to AAIB AARF Investigation.

***** End Of Report *****

ABBREVIATIONS

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

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

OCCURRENCE LISTING AIRCRAFT BELOW 5700kg

OCCURRENCES RECORDED BETWEEN 01 Oct 2012 and 31 Oct 2012

FIXED WING AIRCRAFT

AERO COMMANDER 686	UNKNOWN	Taxi from runway	EGNR : Hawarden	15/10/2012	201212626
Collision on ground. A/c taxed too fast and on turning, the RH wing made contact with a flagpole. Reporter states that signals from the marshaller were disregarded. Damage caused to leading edge of wing and the flagpole was broken in two.					
AVIONS ROBIN DR400	UNKNOWN	Level off-touchdown	EGJJ (JER): Jersey, Channel Is.	15/10/2012	201212771
UK Reportable Accident: Nose gear collapsed on landing. One POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.					
AVIONS ROBIN HR200	LYCOMING235 FAMILY	Initial climb	EGNM (LBA): LEEDS BRADFORD	06/09/2012	201210883
A/c returned due to smoke in the cockpit. Smoke appeared to be issuing from above the instrument panel. Instructor took control and the a/c landed safely with emergency services in attendance. Inspection found traces of oil inside the cabin heat duct pipe.					
AVIONS ROBIN HR200	LYCOMING235 FAMILY	Cruise	EGBE (CVT): Coventry	17/09/2012	201212406
HR200 in cruise at 1700ft over Northampton, subjected to intermittent laser illumination for approx 10-15mins, causing disruption to night vision.					
BEECH 200	PRATT & WHITNEY (CANADA)PT-6 FAMILY	Take-off	Cardiff	19/08/2012	201209636
Communication issues between TWR and radar controllers resulted in a BE200 being released by TWR controller climbing to 5000ft without check before release. Investigations indicate TWR controller did not hear the radar controller request a check before release and therefore no readback was given. Appropriate follow up action taken.					

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

BEECH 200	PRATT & WHITNEY (CANADA)PT-6 FAMILY	Initial climb	EGKA (ESH): Shoreham	09/09/2012	201211018
A/c returned due to 'landing gear unsafe' warning light. After take-off, when landing gear selected 'up', the red gear unsafe light failed to extinguish. This could not be rectified so the decision was made to return to maintenance base. Three greens obtained when landing gear selected 'down' and a/c landed safely.					
BEECH 200	PRATT & WHITNEY (CANADA)PT-6 FAMILY	Cruise	En route	29/09/2012	201212143
A/c returned due to depressurisation. A sudden rush of cold air and the sensation of ears 'popping' caused the flight crew to don oxygen masks and deploy passenger oxygen masks. Pressure gauges indicated a loss of cabin pressure. An emergency descent was initiated to FL100 before the a/c returned.					
BEECH 200	PRATT & WHITNEY (CANADA)PT-6 FAMILY	Scheduled maintenance	Bournemouth	02/10/2012	201212237
A/c flown with overdue maintenance inspection requirement. Fuselage frame web inspection overdue. The fuselage frame web FS179 through FS271 inspection was changed by the OEM from initial 10000CYC to 5000CYC. The records failed to call up the inspection and was subsequently discovered during an alignment process following a new maintenance provider.					
BEECH 200	PRATT & WHITNEY (CANADA)PT-6 FAMILY	Climb to cruising level or altitude	EGWU (NHT): Northolt	26/10/2012	201213007
BE200 on a WOBUN SID exceeded the climb profile of 6000ft and was observed to level at 6400ft resulting in a loss of separation against a Heathrow inbound A321. BE200 descended to 6000ft and confirmed maintaining. STCA activated.					
BEECH 33	CONTINENTAL (TELEDYNE) USA520 FAMILY	Normal descent	TRIPO	04/10/2012	201212114
Infringement of the LTMA (Class A) by a BE33 resulting in a loss of separation against a C550. Traffic info given. Appropriate CAA action taken.					
BEECH 35	CONTINENTAL (TELEDYNE) USA470 FAMILY	Missed approach or go-around	EGBJ (GLO): Gloucestershire	04/10/2012	201212174
UK AIRPROX 2012/155 - BE35 and a SR22 IFR in the Gloucester hold at 4000ft. Traffic info given.					
BEECH G58	CONTINENTAL (TELEDYNE) USA520 FAMILY	Approach	Shawbury	11/10/2012	201212565
Beech G58 squawking 7000 at 3000ft came into conflict with military a/c on approach RW18 at Shawbury. Traffic info and avoiding action given. A/c had initially been observed making an approach to Sleaford airfield from the South West before turning to the West. Poor met conditions at the time.					
BOLKOW BO207	LYCOMING360 FAMILY	En-route: Other	EGKA (ESH): Shoreham	15/09/2012	201211357
Emergency diversion due to engine malfunction. Low/no manifold pressure. A/c given joining instructions and landed safely with emergency services in attendance.					

BRITTEN NORMAN BN2T	ROLLS-ROYCE250-B17	Cruise	EGHF : Lee-On-Solent	03/09/2012	201210645
<p>Engine chip light illuminated during test flight and remained on. During flight test the RH engine chip light illuminated and remained on for the remainder of the flight. The power lever on the RH engine was moved to idle and the engine was kept at idle throughout the remainder of the flight. Uneventful landing. Mag plugs were examined and cleaned and oil level topped up. No further warnings seen.</p>					
CEA DR300	LYCOMING320 FAMILY	Cruise	Birmingham	17/10/2012	201212703
<p>Infringement of the Birmingham CTA-2 (Class D) by a DR300 at 4000ft. Check all imposed. Standard separation maintained.</p>					
CESSNA 150	CONTINENTAL (TELEDYNE) USAOther (O-240-A)	Take-off	EGHH (BOH): Bournemouth/Hum	22/09/2012	201211546
<p>C150 allegedly took off without ATC clearance. Traffic info given. Standard separation maintained. ATC instructed C150 to line up for RW08. After observing another a/c turn crosswind ahead, ATC turned to issue C150 take-off clearance and saw C150 was already airborne. Reporter states that no take-off clearance was issued.</p>					
CESSNA 152	LYCOMING235 FAMILY	En-route	EGSS (STN): London/Stansted	23/08/2012	201210059
<p>Infringement of the Stansted TMZ 1 (Class G) by a primary contact. Contact then changed to 0013 squawk with Mode C. A/c identified via Mode S as a C152. Traffic info given. B737, inbound to Stansted, was vectored around the C152. The C152 left to the North of the TMZ. C152 subsequently contacted Cambridge ATC who informed the solo student pilot they had transited the TMZ as a primary. The club CFI has taken appropriate action as a result of this incident.</p>					
CESSNA 152	LYCOMING235 FAMILY	Cruise	Dunstable	13/08/2012	201211082
<p>Infringement of the Luton CTA/CTR (Class D) by a C152. Traffic info and avoiding action given. Separation lost against an A319. A319 broken off approach RW26 and three a/c put into the LOREL hold. Check all imposed by Tower. It has subsequently been revealed that the a/c was flown by a solo student on the second leg of a cross country flight. The student had freecalled Cranfield and squawked 7000 around Upper Heyford. Cranfield confirm that on first contact with them he had been unsure of his position and had asked for a QDM to Cranfield which was given and followed. At this time the student was unaware that he had infringed controlled airspace. As Cranfield do not issue a discreet squawk code for incoming traffic Luton would not have known he was on frequency with them. Pilot has been debriefed and further instruction on navigation will be provided, in particular on the importance of remaining clear of CAS.</p>					
CESSNA 152	LYCOMING235 FAMILY	Taxi	EGMH (MSE): Manston (Civil)	30/09/2012	201211918
<p>During taxi, engine appeared to be running roughly. Premature cam shaft failure. Magnetos drop off check found to be out of limits, nr1 cylinder spark plug found to be oil fouled. Piston rings suspected to be worn. On removal of nr1 cylinder, the cam shaft was found to be worn with the cam followers badly pitted. Metal particles found embedded in the pistons and cylinder barrels scored.</p>					
CESSNA 182	LYCOMING235 FAMILY	Initial climb	EGTF : Fair Oaks	06/10/2012	201212262
<p>Birdstrike during climb. A/c returned with damage to wing. One bird struck believed to have been a crow.</p>					
CESSNA 152	LYCOMING235 FAMILY	Cruise	Birmingham	06/10/2012	201212268
<p>Infringement of the Birmingham CTA/CTR (Class D) by a C152 at 2500ft squawking 7000. Standard separation maintained. Several blind transmissions made. Check all placed on departures. Traffic info and delaying vectors given to an inbound B757.</p>					

CESSNA 152	LYCOMING235 FAMILY	Landing: Other	EGPT (PSL): Perth/Scone	16/10/2012	201212583
Student performing solo circuits landed heavily, causing damage to nose gear attachment. Emergency services attended the scene. No injuries to one POB and no damage or contamination of the runway. RFFS attended.					
CESSNA 152	LYCOMING235 FAMILY	En-route	Birmingham	16/10/2012	201212667
Infringement of the Birmingham CTA-2 and CTR (Class D) by a C152 squawking 7000 at 2100ft. Traffic info and avoiding action given. Separation lost. Check all imposed.					
CESSNA 172	LYCOMING360 FAMILY	Cruise	EGSS (STN): London/Stansted	21/08/2012	201209867
Infringement of the Stansted CTA (Class D) by a C172 with Mode C indicating 2000ft. A B737 and an A319, inbound to Stansted were both vectored away and delayed to ensure separation. Traffic info given. C172 pilot later apologised stating they had become distracted by their passengers and mistook visual navigation points resulting in pilot wrongly correcting their course and subsequently infringing the Stansted CTA. Pilot received a full debrief from flying school and a later date flew a dual navigation training flight around the Stansted CTR.					
CESSNA 172	LYCOMING360 FAMILY	En-route: Other	Stansted	04/10/2012	201212109
Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 at 3000ft. Traffic info given. Separation lost. Disruption to inbound traffic. A/c was piloted by a solo student who became lost undertaking a navigation exercise. Navigation assistance was given to Cambridge and when visual was transferred.					
CESSNA 421	UNKNOWN	Initial climb	EGPC (WIC): Wick	11/08/2012	201211000
A/c made an immediate return due to cargo door opening on departure. Local standby initiated and an a/c on taxi for departure was instructed to hold until a/c had landed and a runway inspection had been carried out.					
CESSNA 421	UNKNOWN	Initial Approach	EGHH (BOH): Bournemouth/Hurn	25/08/2012	201211722
C421 equipped with Mode S failed to show PSR or SSR on radar display leading to confusion over the a/c's position and increased controller workload. Several other a/c failed to 'paint' on radar during the same session.					
CESSNA 510	UNKNOWN	Normal descent	DIMAL	28/08/2012	201210180
SSR failure. C510 at FL240 was showing to LACC as primary track only. Paris ATC reported no problems and could see Mode C. C510 was descended into TC Capital and transferred to them. C510 became visible at Biggin Hill.					
CESSNA 510	PRATT & WHITNEY (CANADA)Other	Final approach	EDDK (CGN): Köln-Bonn	11/09/2012	201211887
ILS failed to identify on the navigational system. No CGI bar displayed and when selected, approach mode did not arm. Approach completed visually. No problems on following sector.					

CESSNA 510	PRATT & WHITNEY (CANADA)Other	Take-off	EGLK (BBS): Blackbushe	06/10/2012	201212253
Reduction in standard of service provided by FISO to a C510. Reporter made reference to an earlier ground based confrontation incident which may have contributed to subsequent FISO service provided. FISO failed to mention PA28 on final approach to departing C510. Reporter commented that C510 had picked up PA28 on TCAS and no further issues occurred.					
CIRRUS SR20	CONTINENTAL (TELEDYNE) USA360 FAMILY	Cruise	Abeam BLACA	09/10/2012	201212305
Infringement of the Belfast CTA (Class D) by an SR20 at FL60. Traffic info given. Inbound DHC8 was given a right turn onto heading 310 by Belfast in order to maintain separation. Alleged lack of coordination subsequently followed between Scottish Information West Coast and Belfast with no FPS received on the 7401 squawk.					
CIRRUS SR20	CONTINENTAL (TELEDYNE) USA360 FAMILY	Cruise	London Gatwick	18/10/2012	201212720
Infringement of the Gatwick CTA (Class D) by an SR20 at 2000ft. Avoiding action and traffic info given to an inbound A319. Standard separation maintained. Investigation under 201202569.					
CYCLONE AIRSPORTS PEGASUS QUANTUM16	BOMBARDIER ROTAX	Landing roll	Airfield Sandbach, Cheshire	25/10/2012	201213052
UK Reportable Accident. A/c landed short by approx 10yds, nosewheel dug in and a/c went over. One POB minor injuries. Substantial damage. Subject to AAIB AARF investigation.					
CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX	Taxi to runway	EGBJ (GLO): Gloucestershire	06/10/2012	201212176
Pegasus Quik taxied without clearance beyond holding point F2 before stopping short of the runway. Pilot then requested taxi instructions. A/c given taxi instructions around the airfield and departed without incident. Prior to commencing taxi the pilot contacted Tower for 'start'. Several transmissions were required to elicit the flight details. One transmission to another a/c was erroneously acknowledged by the Pegasus pilot. The a/c was then observed to taxi without a clearance several minutes later. When the pilot requested taxi instructions after the a/c had taxied beyond F2, the pilot left the PTT switch keyed for approx 40secs. Satisfactory comms were eventually established whereupon the pilot was given the appropriate clearances.					
DE HAVILLAND DH82	BRISTOL GIPSY MAJOR	Landing	Campbeltown	07/08/2012	201210686
A/c diverted without making contact with ATC at diversion airfield. Pilot cites that weather diversion caused lack of time to contact ATC for clearance.					
DE HAVILLAND DH82	UNKNOWN	Taxi to runway	Farnborough	16/10/2012	201212847
Runway Incursion. Two pedestrians were observed walking alongside a Tiger Moth cleared to enter runway via A1. The pedestrians (wing walkers) had been observed on the East apron prior to the a/c taxiing but ATC were not aware that they would be walking with the a/c.					
DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	En-route	En route	20/10/2012	201212822
Emergency declared due rough running engine. Pilot made safe landing in a field. No injuries to occupants or damage to a/c.					

DIAMOND DA42	THIELERTCenturion 1.7 (TAE 125)	Climb to cruising level or altitude	EGBE (CVT): Coventry	02/10/2012	201212023
PAN declared due to engine failure in flight. RH engine began to surge. Emergency drill initiated and power reduced but engine shutdown simultaneously. Full engine shutdown drill performed and PAN declared. A/c made a safe single engine landing. Engineering investigation ongoing.					
DIAMOND DA42	OTHER (AUSTRO E4 (AE300))	Level off- touchdown	EGSG : Stapleford	28/09/2012	201212085
UK Reportable Accident: Nose gear collapsed on landing. Three POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.					
DIAMOND DA42	THIELERTCenturion 1.7 (TAE 125)	Climb to cruising level or altitude	EGBE (CVT): Coventry	09/10/2012	201212320
PAN declared and in flight engine shutdown, due to rough running engine and power loss. The RPM dropped rapidly on the RH engine and the propeller blades were observed to be slowing down. RPM increased and then dropped again, after three times the engine was shut down as a precaution. PAN declared and the a/c returned, landing safely.					
DIAMOND DA42	THIELERTCenturion 1.7 (TAE 125)	Intermediate approach	Southwell	17/09/2012	201212627
DA42 descending to land at 2000ft, targeted by a green laser from the village of Southwell. ATC informed.					
FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX	En-route	Overhead Portsmouth	07/09/2012	201210829
MAYDAY declared due to engine failure. A/c diverted. Following failure, engine restarted intermittently and a/c diverted. Suspected dirty fuel blocking fuel filter leading to interruption of fuel supply.					
FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX	Cruise	Stansted	04/10/2012	201212088
Infringement of the Stansted TMZ1 (Class G) and the Stansted CTR (Class D) by an Ikarus C42 at 1800ft. Attempts to contact the a/c unsuccessful. Traffic info given. Standard separation maintained. A/c initially observed in the TMZ with no Mode C. A/c subsequently selected squawk code 7010 and was indicating 1800ft inside the CTR. Inbound traffic delayed. This a/c had a second infringement of CAS at 1140UTC which triggered CAIT. Investigations indicate that there was an unverified infringement of the Stansted CTA above 1500ft. No further action at this time. The airframe will however be monitored for future occurrences					
FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX	En-route	Manchester Barton	29/10/2012	201212801
Infringement of the Manchester CTR (Class D) by a C42 squawking 7351 indicating 2100ft. CAIT activated. Pilot requested to ring in after landing. Standard separation maintained. Poor RT was noted as a number of crossed transmissions with other a/c were heard and it is also noted that the pilot had difficulty in responding to requests for his a/c type.					
GROB G115	LYCOMING360 FAMILY	En-route: Other	EGSX : North Weald	10/10/2012	201212523
UK AIRPROX 2012/158 - Grob 115 and a Yak 50 in circuit overhead North Weald at 700ft.					

GRUMMAN AA5	LYCOMING360 FAMILY	Cruise	Bovingdon	19/08/2012	201209826
<p>Infringement of the LTMA (Class A) 4.5nm West of Bovingdon by a Grumman AA5 with Mode C indicating 3800ft. TC believe Luton Radar made a blind transmission without response. Investigations of radar replay indicate the pilot was aware they had vertically infringed CAS and subsequently descended asap.</p>					
JABIRU	JABIRU	Landing roll	EGHJ (BBP): Bamberidge	09/08/2012	201212332
<p>UK Reportable Accident. A/C crossed threshold to land, drifted to left and bounced twice and flew go-around. One POB, no injury. Damage sustained. Subject to AAIB AARF investigation. Go-around flown and landed without further incident. Damage to front spar, propeller tips and nosewheel mount cracked.</p>					
JODEL D117	CONTINENTAL (TELEDYNE) USAOther	Landing roll - on runway	Rhigos, South Wales	14/10/2012	201212767
<p>UK Reportable Accident: A/c left the runway after landing and ran on grass for 20-30m before it nosed over. One POB, no injuries. A/c extensively damaged. Subject to AAIB AARF investigation.</p>					
JODEL D120	CONTINENTAL (TELEDYNE) USAOther	En-route: Other	EGKA (ESH): Shoreham	16/08/2012	201211358
<p>Emergency diversion due to alternator problem. A/c landed safely with emergency services in attendance.</p>					
JODEL D120	CONTINENTAL (TELEDYNE) USA200 FAMILY	Landing	Shenstone Airfield, Staffordshire	21/10/2012	201213672
<p>UK Reportable Accident. A/c veered off runway on landing and struck a windsock base. One POB no injuries. Subject to AAIB AARF investigation.</p>					
MOONEY M20	LYCOMINGOther	Climb to cruising level or altitude	WAFU	28/08/2012	201210212
<p>TC (SW) cleared an a/c to descend to FL160 on top of Mooney 20 in climb to FL150. S18-T subsequently observed Mooney 20 climb to FL153, resulting in TC (SW) stopping the descending a/c at FL170. Standard separation maintained. S18-T queried cleared level with Mooney 20, who confirmed their cleared level was FL150. Mooney 20 apologised and descended back to FL150.</p>					
OTHER (MICROLIGHT)	UNKNOWN		Shoeburyness	23/08/2012	201210165
<p>Infringement of Danger Area EGD 138 (Shoeburyness) by an unknown microlight. Microlight flew over Danger Area EGD 138 shortly after range activity had ceased. Southend ATC had no communication with the microlight and no identity was obtained.</p>					
OTHER (MICROLIGHT)	BOMBARDIER ROTAX 582	Take-off run	EGKA (ESH): Shoreham	02/09/2012	201210472
<p>Microlight taxied out via A, backtracked R/W20 following another a/c and took-off eastbound without a clearance. Other a/c given traffic info. Controller unable to contact the microlight, which also failed to respond to any light signals from the Tower. Appropriate CAA action being taken as a result of this occurrence.</p>					

OTHER (Sportcruiser)	BOMBARDIER ROTAX	Cruise	Luton	13/09/2012	201211101
Infringement of the Luton CTR (Class D) by a Sportcruiser. Standard separation maintained.					
OTHER	BOMBARDIER ROTAX	En-route	EGHH (BOH): Bournemouth/Hurn	14/10/2012	201212494
Skyranger microlight was not visible to Bournemouth or Southampton ATC due to no PSR, and known but intermittent SSR problems. Southampton ATC were trying to locate the lost a/c over the New Forest. The a/c appeared on Bournemouth radar within CAS approx 6nm Northeast of Bournemouth airport but was not visible before to ATC. ATC believe the a/c flew unseen through the R/W26 approach path.					
PARTENAVIA P68	LYCOMING360 FAMILY	Initial climb	EGGP (LPL): Liverpool	08/09/2012	201210946
RH emergency window became detached during initial climb. A/c returned. At approx 700ft the RH emergency window became partly detached from its frame and became wedged between the RH engine cowl and the rear of the window frame. Pilot requested priority visual circuit to land. Landing was normal. As the a/c taxied off the runway the window became completely detached coming to rest on the runway. On inspection of the window it was found to have bent edges. The locking mechanism was checked and no fault found. The frame and window have been refitted. All other a/c in the fleet have been checked.					
PARTENAVIA P68	LYCOMING360 FAMILY	Taxiing to/from runway	EGGP (LPL): Liverpool	12/10/2012	201212452
Due to weather, P68 elected not to depart and requested 180deg turn in present position at G to taxi back to K. Taxi clearance was given but not runway entrance, however, as P68 turned around they crossed the red stopbars at G. ATC contacted P68 as they were turning to exit at G. P68 informed ATC it was impossible to turn 180deg without crossing the stopbars. P68 later called TWR to explain they had understood taxi clearance as enter and exit the runway to get back to K. Reporter alleged TWR controller stated they were unaware P68 could not turn whilst at G without entering the runway.					
PIPER PA18	LYCOMING320 FAMILY	Cruise	Stansted	30/09/2012	201211913
Infringement of the Stansted CTR (Class D) and Luton CTR (Class D) by a PA18 resulting in a loss of separation against inbound B737s on both occasions. Traffic info and avoiding action given. Check all imposed. Appropriate CAA action to be taken as a result of this event.					
PIPER PA23	LYCOMING340 FAMILY	Landing	EGMC (SEN): Southend	28/09/2012	201211889
UK Reportable Accident: Nosewheel collapsed on landing. Five POB, no injuries. Subject to AARF investigation.					
PIPER PA28	LYCOMING360 FAMILY	Taxi from runway	EGPH (EDI): Edinburgh	08/08/2012	201209331
On vacating R/W24 at C1, PA28 was instructed to taxi via M. GMC subsequently observed PA28 turn down closed Taxiway L. Taxiway L closure was on ATIS. GMC commented that PA28 had given a mumbled and incorrect readback. GMC had observed PA28 turning and taxiing in the correct direction and passing L, however, PA28 then turned back down L. When questioned, the PA28 pilot allegedly stated they were unaware of the barriers placed at L. PA28 was well clear of the repaired surface on L.					
PIPER PA28	LYCOMING360 FAMILY	Climb to cruising level or altitude	Nottingham East Midlands	20/08/2012	201208968
Infringement of the Nottingham East Midlands CTA1 and 2 (Class D) by an unknown a/c indicating 1500ft. A/c later identified by Nottingham as a PA28. Avoiding action and traffic info given. East Midlands ATC observed a Nottingham departure indicating 1500ft and climbing. As the unknown a/c passed 1800ft ATC gave a PA44, in descent to 2000ft, an avoiding turn and a descent stop. The unknown a/c turned East and continued to climb to 2800ft. ATC colleague telephoned Nottingham and obtained the a/c's identity. Unknown a/c called London FIS, who were contacted and asked to request that pilot contacted East Midlands ATC. Pilot subsequently apologised.					

PIPER PA28	LYCOMING320 FAMILY	Landing	EGTF : Fairbairns	03/09/2012	201210527
<p>LH tyre burst on landing. A/c landed long, fast and flat on nosewheel, bounced and braked hard. LH tyre burst, a/c slewed just off runway to the south and ended up facing in the opposite direction. No injuries and no other damage to a/c.</p>					
PIPER PA28	LYCOMING320 FAMILY	Unknown	East Midlands	13/09/2012	201211071
<p>Infringement of the East Midlands CTR (Class D) by a PA28 squawking 7000 at 1500ft. Traffic info and avoiding action given. Standard separation maintained. B737 broken off approach and a B737 given extended track miles. Student pilot is believed to have misidentified Wymeswold for Nottingham. Appropriate CAA action is being taken as a result of this incident.</p>					
PIPER PA28	LYCOMING360 FAMILY	Cruise	Cardiff	14/09/2012	201211161
<p>Faulty Mode C transponder giving false indication. The a/c had called in with altitude of 6000ft yet the squawk indication was FL230. ATC requested the a/c switch off the transponder and the indication disappeared, pilot was requested to keep the Mode C switched off.</p>					
PIPER PA28	LYCOMING320 FAMILY	Scheduled maintenance	Dundee	19/09/2012	201211573
<p>Propeller flown over 2000hrs TBO by 6 hrs. Fleet check carried out as a result and maintenance and CAMO re-training to be conducted.</p>					
PIPER PA28	LYCOMING320 FAMILY	Taxiing to/from runway	EGNT (NCL): Newcastle	11/09/2012	201211383
<p>A/c commenced taxi with concrete tie-downs still attached. Other a/c on the field advised ATC and it was brought to the pilot's attention.</p>					
PIPER PA28	LYCOMING320 FAMILY	Unknown	EGKK (LGW): London/Gatwick	22/09/2012	201211531
<p>Infringement of the Gatwick CTR and CTA (Class D) by a PA28 resulting in a loss of separation against an EMB195. Traffic info and avoiding action given. Departures stopped and an inbound B737 broken off its approach. Appropriate CAA action is being taken as a result of this incident.</p>					
PIPER PA28	UNKNOWN	En-route: Other	Clunton	11/09/2012	201211013
<p>PAN declared and a/c diverted due to rough running engine. D&D informed. A/c landed safely. Engineering inspection revealed stuck inlet valve on nr2 cylinder. Repair carried and a/c released to service.</p>					
PIPER PA28	LYCOMING320 FAMILY	Taxi	Gloucester-Staverton	22/09/2012	201211632
<p>PA28 (1) instructed to taxi to holding point E1, cross RW27 and hold short of RW22. A/c then observed to have taxied past E1 and stop on the taxiway/runway intersection. PA28 (2) on final was instructed to go-around and subsequently landed once PA28 (1) had taxied clear.</p>					
PIPER PA28	LYCOMING320 FAMILY	En-route	NUBRI	01/10/2012	201211986
<p>Infringement of the London TMA (Class A) by a PA28 squawking 7000 at FL68. Avoiding action given to DHC8. Separation lost. A PA28 routing Bembridge to Wellesbourne entered CAS in the vicinity of NUBRI climbing to FL068 (base of Class A = FL065). Traffic inbound to Southampton on a reciprocal track was turned away. The pilot's planning for the departure expected clear skies. The pilot had already flown such as to avoid CAS at Southampton; however, on a north-easterly track a front of Cb was encountered. The a/c also began to experience some turbulence and one passenger became nauseous. In considering his options during this distraction, the pilot allowed the a/c to enter a slow climb. Upon realising the error the pilot descended below CAS. The PA28 was inside CAS for approximately 3mins. Appropriate advice has been given to the pilot and an Infringement Questionnaire has been completed.</p>					

PIPER PA28	LYCOMING320 FAMILY	Cruise	White Wetham	04/10/2012	201212167
<p>Infringement of the London CTR (Class A) by a PA28 squawking 7000. Heathrow departures suspended. Standard separation maintained. Pilot error acknowledged and appropriate follow up action taken.</p>					
PIPER PA28	LYCOMING360 FAMILY	Unknown	Bovingdon	10/10/2012	201212361
<p>Infringement of the Luton CTR (Class D) by a PA28 squawking 0013 at 2000ft. Traffic info and avoiding action given. GLF5 in descent was instructed to stop descent at 4000ft. Standard separation maintained. Pilot (believed to be an instructor) had initially selected a course setting that was too far towards the North-West.</p>					
PIPER PA28	LYCOMING320 FAMILY	Circuit pattern - crosswind	EGNT (NCL): Newcastle	10/10/2012	201212496
<p>PA28 with student and instructor in visual circuit for RW25 was instructed, after their touch and go, to enter RH visual circuit, however PA28 turned crosswind LH before turning right, back towards climbout for RW25. The instructor then queried which direction they were initially instructed to fly. ATC instructed PA28 to continue downwind LH and land off the next approach. When on the ground, instructor allegedly informed TWR via telephone that it had been a teaching session for the student and they had been aware they were to fly RH circuit.</p>					
PIPER PA28	LYCOMING360 FAMILY	Scheduled maintenance	Blackpool	05/10/2012	201212654
<p>Extensive corrosion of both wing spars. During an annual inspection, corrosion and separation was noticed on the inboard RH flap hanger. Further investigations (including boroscope) revealed that the inboard aluminium spars had corroded through to the steel mount plates riveted to the spar on both wings. New spars and mount plates to be fitted and treated with a corrosion inhibitor. Additionally, a recommendation has been made for inspection panels to be introduced in this area. Company introducing subsequent checks annually.</p>					
PIPER PA28	UNKNOWN	Approach	Norwich	19/10/2012	201212802
<p>PA28 mistakenly cleared for touch and go while runway was occupied by Ops vehicle carrying out an inspection. PA28 was instructed to go-around.</p>					
PIPER PA28	LYCOMING320 FAMILY	Take-off	Jersey	16/10/2012	201212856
<p>PA28 in the circuit landed and subsequently took off without clearance. Wake turbulence minima not met between successive departures. PA28 was carrying out his first VFR RH circuit RW09 and had been cleared to land only wake turbulence. Pilot was asked to contact ATC following conclusion of the flight and advised why the land only clearance had been given. Pilot had read back 'cleared to land'.</p>					
PIPER PA28	LYCOMING320 FAMILY	Standing	Draycott Farm	26/10/2012	201213021
<p>A/c presented for airworthiness review in an unacceptable condition. CRS had been signed by LAE despite a vast number of obvious defects and non-compliance issues. A/c failed to comply with almost all parts of Part M [M.A.710].</p>					
PIPER PA28	LYCOMING320 FAMILY	Unknown	Mayfield VOR area	27/10/2012	201213095
<p>Infringement of the London TMA (Class A) by a PA28 squawking 3763 observed at 3300ft. A/c confirmed with Mode S and traced to Shoreham who stated that a/c had an instructor on board. Standard separation maintained. Appropriate CAA action is being taken as a result of the incident.</p>					
PIPER PA31	LYCOMING640 FAMILY	Cruise	Belfast City	21/08/2012	201210030
<p>Infringement of the Belfast City CTR (Class D) by a PA31 at 1000ft. Traffic info given. Standard separation maintained. Pilot had requested a transit through the CTR and was instructed to remain outside CAS and route towards Saintfield VRP. Pilot stated he was not familiar with the VRP. Pilot advised holding at Bangor. A/c given a squawk code and was subsequently observed to enter CAS. A/c on a local flight reported visual. PA31 was asked if he was familiar with Whitehead VRP, to which he replied negative. A/c instructed to take up a northerly heading and given a zone transit clearance prior to transfer to Aldergrove radar.</p>					

PIPER PA31	UNKNOWN	En-route	EGHI (SOU): Southampton	15/09/2012	201211169
PAN declared due to rough running engines. A/c diverted.					
PIPER PA31	UNKNOWN	Approach	Liverpool	13/09/2012	201212055
PA31 on short final 300ft to RW27 reported a green laser from RHS close to approach. Police notified.					
PIPER PA31	UNKNOWNUNKNOWN	Cruise	Manchester	06/10/2012	201212160
Loss of separation between a PA31 on own navigation to the MCT and a Manchester inbound B767 at FL100.					
PIPER PA32	LYCOMING640 FAMILY	Cruise	ALESO	06/10/2012	201212257
Infringement of the Worthing CTA (Class A) by a PA32 at FL68.					
PIPER PA32	UNKNOWN	Cruise	POL VOR	20/10/2012	201212626
PA32 whilst receiving a reduced TS (below MSA) left the Leeds frequency without calling. The a/c also failed to comply with the routing he agreed. PA32 receiving a reduced Traffic Service reported routing POL to Huddersfield and requested a zone transit through the Leeds/Bradford CTA (Class D). Transit agreed. A/c observed maintaining track towards the Manchester zone. Controller asked pilot when the a/c would turn left. Pilot advised controller to "standby, talking to Manchester". A/c squawk code observed changing to 7350 (Manchester Approach). Controller advised pilot that the radar service was terminated, a Basic Service would be provided and for the pilot to keep the controller informed of his intentions. A/c then left frequency without notification and continued with Manchester Approach. Pilot was asked to call Leeds/Bradford ATC, however, no such call was received.					
PIPER PA34	UNKNOWN	Climb to cruising level or altitude	EGTK (OXF): Oxford/Kidlington	16/08/2012	201209641
On completion of ILS training with ATC, PA34, with student pilot and instructor, was cleared to climb to requested level of 3500ft. ATC subsequently observed PA34 climbing through 3700ft. Standard separation maintained. ATC queried altitude with pilot. ATC believed the student replied stating they were climbing to 4000ft. ATC asked what level PA34 had been cleared to, the instructor replied that clearance was only to 3500ft and they were now descending.					
PIPER PA38	LYCOMING235 FAMILY	Landing roll	EGNI : Skegness/Ingoldmells	06/10/2012	201212351
UK Reportable Accident. A/c skidded on landing and wing hit a fence. One POB no injuries. Wing tip broken. Subject to AAIB AARF investigation.					
PIPER PA38	LYCOMING235 FAMILY	Taxiing to/from runway	Carlisle	17/10/2012	201212992
PA38 was mistakenly instructed to taxi to holding point 'C' for RW19. Instruction involved entering an active runway without entry clearance but was not queried by PA38. PA38 crossed 'B' before landed C152 had vacated the runway. Both a/c were operating with an instructor on board.					

PIPER PA42	PRATT & WHITNEY (CANADA)PT-6 FAMILY	Cruise	Overhead LILQ : Massa Cinquale	05/10/2012	201212295
Pilot not aware autopilot had disconnected due to distraction undertaking other non-flying tasks. A/c had deviated from cleared altitude and track. Pilot was head down carrying out admin tasks. Altitude warning sounded, assessment of situation revealed autopilot had become disengaged, pilot had not heard the alarm. A/c had commenced a gentle spiral descent and was now 300ft below cleared level in a 20deg angle of bank and 45deg off track.					
PIPER PA42	PRATT & WHITNEY (CANADA)PT-6 FAMILY	Landing roll - on runway	Oxford	22/10/2012	201212899
FOD on runway. PA42 struck a fuel cap on landing and sustained tyre damage. ATC informed.					
PIPER PA42	PRATT & WHITNEY (CANADA)PT-6 FAMILY	Normal descent	London Heathrow	23/08/2012	201210046
PA42 cleared in descent to 5000ft observed at 4500ft. Pilot alerted. Pilot apologised stating he had gone through his cleared level. A/c instructed to maintain 5000ft, which was complied with. Pilot believes that high workload/distraction were contributory factors to the event.					
PIPER PA44	LYCOMING360 FAMILY	Take-off	Warton	12/10/2012	201212548
PA44 issued with line up clearance subsequently took off from RW25 without clearance. Traffic barriers were down and traffic lights were red before the take off role commenced. No conflicting a/c in the area at the time. It is believed that the pilot having completed his pre-flight checks had erroneously thought he had been given take off clearance. Operator alerted.					
RANS S6	BOMBARDIER ROTAX	Missed approach or go-around	Maypole Airfield	10/10/2012	201212645
UK Reportable Accident: A/c caught by crosswind during go-around, contacted fencing and looped into adjacent field. One POB no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.					
RUTAN LONGEZ	LYCOMING235 FAMILY	Landing	EOPE (INV): Inverness	04/10/2012	201212155
Nosewheel gently gave way during landing. Pilot requested assistance, fire service attended. Very little damage to a/c and able to taxi from runway under own power. Fire services discovered a piece of aluminium on the runway belonging to the a/c.					
SCHEIBE SF25	LIMBACH LYCOMING360 FAMILY	Manoeuvring	Bicester	29/10/2012	201212935
UK AIRPROX 2012/159 - SF25 motogliders and a C172 at 2100ft near Bicester. SF25 was undertaking a slow speed handling exercise. During nose pitch down recovery from a stall, the C172 appeared in view ahead above their nose in the one o'clock position. Both a/c saw each other at the same time and rolled left to increase separation.					
SLINGSBY T67	LYCOMING320 FAMILY	Final approach	Sleaf	13/09/2012	201211138
UK AIRPROX 2012/143 - Slingsby 67 and a C152 at 500ft overhead Sleaf. C152 was carrying out circuit practice and had turned left onto final approach for RW23L. Pilot had a clear view of the threshold for RW23 and no other traffic was observed. Shortly after making call "final touch and go" another a/c was heard to declare "short final". At this point the Ground Radio Operator informed the C152 pilot that the other a/c was already on final approach and the pilot was heard to respond "going around". C152 then made a touch and go landing before completing a fourth and final circuit and landed.					

SLINGSBY T87	UNKNOWN	Landing roll - on runway	EGNY : Beverly (Linley Hill)	17/10/2012	201212698
UK Reportable Accident: A/c overran runway on landing and went into a ditch. One POB, no injuries. Subject to AAIB AARF investigation.					
SOCATA (TBM850)	PRATT & WHITNEY (CANADA)PT-6 FAMILY	Landing	EGLF (FAB): Farnborough civil	11/10/2012	201212418
Reporter alleges Socata TBM850 landed without ATC clearance. Farnborough APP controller was informed that TBM850 was diverting into Farnborough. APP controller gave TBM850 their range from touchdown and told them to contact TWR frequency 122.5, which TBM850 read back. TWR subsequently informed APP controller that TBM850 had landed without clearance, at the same time TBM850 allegedly contacted APP requesting TWR frequency again. Pilot later telephoned TWR on the landline allegedly reporting that due to workload they had selected the wrong frequency.					
SOCATA TB10	LYCOMING360 FAMILY	Unknown	United Kingdom	09/09/2012	201211833
Infringement of the Red Arrows RA(T) by an unknown a/c squawking 7000 indicating 1400ft. A/c identified via Mode S as a TB10. Traffic info given. Standard separation maintained. TB10 proceeded to climb to 1900ft. Traffic info was given to Red Arrows until the a/c was clear of the RA(T).					
SOCATA TB10	LYCOMING360 FAMILY	En-route	Birmingham	26/08/2012	201210136
Infringement of the Birmingham CTA-2 and CTA-5 (Class D) by an a/c squawking 7000 at 2500ft. A/c later identified as a TB10. Standard separation maintained. ATC made blind calls without response. The a/c climbed to 3100ft and changed squawk to 1177. The a/c was transferred to frequency 118.05 and identified. Pilot later reported their attention had been focused outside the cockpit, looking out for gliders and avoiding Snitterfield, and did not give sufficient consideration to staying out of the CTA. Pilot apologised.					
SOCATA TB20	UNKNOWN	En-route	ORTAC	16/08/2012	201209688
Infringement of the Jersey CTA (Class D) and Airway Q41 by an unknown a/c squawking 7000 at FL65. A/c later identified as a TB20. Standard separation maintained. Jersey ATC, observing the 7000 squawk change to 1177 squawk, telephoned London Information asking them to turn the a/c to avoid CAS. London Information transferred the TB20 back to Jersey due to FIS not being able to issue an executive instruction. TB20 called Jersey ATC as they entered Airway Q41. TB20 was given a squawk, instructed to descend to FL35 and informed of the infringement. Pilot apologised. Jersey ATC commented that Airways in France can be used by VFR traffic and controller believed pilot may have thought the same applied in UK airspace.					
STAMPE SV4	DE HAVILLANDGIPSY MAJOR	En-route: Other	Field nr Headcorn	07/10/2012	201212614
Engine failed possibly due to a fuel problem. A/c force landed in a field. No damage or injuries to two POB.					
UNKNOWN	UNKNOWN	Unknown aircraft category	EGHI (SOU): Southampton	29/09/2012	201211920
Infringement of the Solent CTA (Class D) by an unknown a/c showing as a primary contact only. Separation lost against an outbound Trislander. Traffic info and avoiding action given. ATC unable to establish contact with the infringing a/c.					
VANS	LYCOMING320 FAMILY	Cruise	Weathersfield	15/09/2012	201211392
Faulty transponder giving false indication. ATC noticed the a/c's Mode C indicating 6700ft and immediately instructed the a/c to descend. Pilot questioned this and stated his height was 2200ft so was given the instruction to switch off his Mode C transponder. Meanwhile, a passenger a/c had taken avoiding action as a result of the false indication.					

VULCAN P68	LYCOMING360 FAMILY	Scheduled maintenance	Hawarden	23/10/2012	201212926
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During routine maintenance ferrous metal found in engine oil filter. Repair facility inspection found that tappet heads and cam lobes were spalling. The subject engine is at 1088.40hrs time since new. The tappet bodies failed previously at 700hrs time since new, only 400hrs ago. The reporting maintenance organisation looks after a small number of IO-360 engines and this fault is a recurring problem.

ZLIN Z242L	LYCOMING360 FAMILY	Aerobatics	En-Route	03/09/2012	201210816
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Engine stopped during spin. Restarted following spin recovery.
Engine idling on ground satisfactory. Engine stopped during 4th turn of a spin to the left. Engine restarted after recovery from spin and increasing airspeed to approx 120kts.

ZLIN Z42	UNKNOWN	Initial climb	Oxford	19/09/2012	201212811
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Zlin Z42 failed to comply with LOA restriction to climb not above 2000ft and was observed climbing through 2200ft. NOTAC had been issued.

ROTARY WING AIRCRAFT

AEROSPATIALE AS350	TURBOMECA, FRANCEARRIEL	Manoeuvring : Other	EGTK (OXF): Oxford/Kidlington	21/08/2012	201210636
<p>Tail rotor control problems reported during test flight. The tail rotor control cable was found to be loose at the attachment point. On manual movement of the pedals, excessive movement of the yaw pedals was evident before any input was applied to the tail rotor control system. Additionally, the locking 'jam' nuts were found to be loose. Cable disconnected and inspection carried out, no damage found so re-connected and full rigging check made before release to service.</p>					
AEROSPATIALE AS350	TURBOMECA, FRANCEARRIEL	Other	Middle Wallop	01/10/2012	201212163
<p>Engine wiring harness incorrectly installed following engine change. During ground run checks with engine running it was found that the engine could be shut down by pressing the start slider forward on the collective. It was evident that the start slider microswitch was not inhibited. The wiring loom on the engine was terminated at the engine airframe disconnect point incorrectly. Manufacturer investigating.</p>					
AEROSPATIALE AS350	TURBOMECA, FRANCEARRIEL	Take-off : Other	EGOS : Shawbury	16/10/2012	201212602
<p>PAN declared and a/c returned, following restriction on the collective. During climb-out from Practise Forced Landing exercise, the collective was difficult to move past 75% and could not be moved using reasonable force. The a/c was recovered to base for engineering inspection. The anticipator cable routing was adjusted and tested with no further restriction felt.</p>					
AEROSPATIALE AS350	TURBOMECA, FRANCEARRIEL	Approach : Other	Yorkshire	16/10/2012	201212782
<p>Lifting chain struck tail rotor drive cover, horizontal stabiliser and both tail rotor blades. A/c descending into lifting site with an empty chain, at approx 900ft a loud bang was heard accompanied by high frequency vibration. All cockpit indications remained normal. Descent continued and a minimum power running landing carried out, the chain was jettisoned onto the landing site just prior to landing. After shutdown it was found that the chain had struck the TRDS cover, horizontal stabiliser and both TR blades. Reporter suspects that the high visibility cover over the chain which is a recent addition may be a factor in the event.</p>					
AEROSPATIALE AS355	TURBOMECA, FRANCEARRIUS	Cruise	EGBO : WOLVERHAMPTON	12/09/2012	201211106
<p>Torque meter needle, split indications. During transit, the nr2 torque needle rose to 70% and the nr1 fell to 30%. All other indications normal. A/c returned for engineering investigation.</p>					
AEROSPATIALE AS355	ALLISON USA250 FAMILY	En-route : Other	En route	11/09/2012	201211688
<p>A/c en route to filming task. Door caption illuminated. Pilot's side locker door visually confirmed as open. Precautionary landing in a field made in order to close door. On return to base all latches checked for serviceability and found to be satisfactory.</p>					
AEROSPATIALE AS355	TURBOMECA, FRANCEARRIEL	Cruise	Strathaven	03/10/2012	201212066
<p>AS350 flew South to North at 600ft AGL whilst a microflight was on circuit training detail on short final for RW27. Pilot had transmitted on safetycom four times but heard no reply. No transmissions from the helicopter were heard on the ground base receiver or on the microflight's radio.</p>					

AEROSPATIALE SA365	TURBOMECA, FRANCEARRIEL	Cruise	Oil Rig	24/06/2012	201206993
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SA365 on a Deconfliction Service cleared to 1000ft was observed to descend without ATC clearance. Traffic info given. Pilot later reported they thought they had been cleared for NDB procedure.

AEROSPATIALE SA365	TURBOMECA, FRANCEARRIEL	Standing : Engine(s) Start-up	Kyle of Lochalsh	18/10/2012	201212793
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Fuel leak on start.
Ground crew alerted the pilot to immediately shut down. On vacating the a/c, a large amount of fuel was seen running down the LH side of the fuselage below the engine deck. Engineering investigation revealed that a fuel return pipe had become detached on the engine deck.

AGUSTA A109	ALLISON USA250 FAMILY	Unknown	Fleetlands	14/09/2012	201211340
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Two infringements of the Fleetlands ATZ (Class G) within 7mins by an Agusta A109 at approx 1000ft AGL. Traffic info given. It was established that the a/c was returning to Southampton due to fuel shortage.
Appropriate CAA action is being taken as a result of this incident.

BELL 206	ALLISON USA250 FAMILY	En-route	EGGW (LTN): London/Luton	18/09/2012	201211291
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PAN declared due to fuel gauge discrepancy. A/c diverted.

BELL 206	ALLISON USA250 FAMILY	Scheduled maintenance	Blackpool	18/10/2012	201212884
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During scheduled maintenance, part of the engine nozzle shield dome was found to be damaged.
The engine hot end was removed in preparation for turbine removal. The nozzle shield dome was found to have a section missing, which was found in the bottom of the inlet to the turbine. Inspection of the 1st stage nozzle shield dome revealed a crack emanating from the hole extending circumferentially for approx 1/3 of the shield dome, before turning and cracking radially. Manufacturer's inspection cycle requires inspection of the shield dome every 1000 hours. A check of the inspection records reveals that the inspection was 515 cycles overdue. Part has been sent to manufacturer for further inspection and repair.

BELL 206	ALLISON USA250 FAMILY	Cruise	North Weald	19/08/2012	201209828
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Infringement of the Stansted TMZ 2 (Class G) by a primary contact, later identified as a Bell 206. No traffic affected.
North Weald instructed a/c in the area to squawk 0207, where positive identification was obtained. Mode C also then appeared.

EUROCOPTER (AS 350 B2)	TURBOMECA, FRANCEARRIEL	Uncontrolled descent en-route	Shelter Stone	08/10/2012	201212449
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UK Reportable Accident: Lifting equipment contacted tail rotor during turbulence. Damage to vertical stabiliser and TR blades. Subject to AAIB AARF.

EUROCOPTER EC135	ALLISON USAGMA 3007	Scheduled maintenance	EGTG (FZO): Bristol/Filton	12/09/2012	201211624
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XMSN chip caption illuminated during ground run.
A single solid metallic chip was discovered, approximately 1mm x 4mm x 3mm, semi-circular on one end and with a square raised edge on the other. This is identical to two previous chips found in this gearbox. Investigation in progress.

EUROCOPTER EC135	TURBOMECA, FRANCEARRIUS	Other	Glasgow	20/09/2012	201211431
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Engine chip indication during post-installation ground runs.
Engine shut down for inspection. A large quantity of debris was recovered from the MCD. The oil filter was removed and sent together with MCD debris for analysis. The engine had been sent as an overhauled/repaid engine, the OEM has requested the return of the entire engine for investigation.

EUROCOPTER EC135	TURBOMECA, FRANCEARRIUS	Cruise	Greater Gabbard Wind Farm	21/09/2012	201211598
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Wind Turbine Generator (WTG) blades not in the correct 'Heli-stop' position.
Whilst conducting hoist training operations, it became apparent that the WTG blades had been taken out of the correct position without control room knowledge or approval. The approach was aborted and a/c returned to base without further incident. The Heli-stop light system gave the correct indications i.e. 'No green light'.

EUROCOPTER EC135	PRATT & WHITNEY (USA)Other	En-route	EGMC (SEN): Southend	28/09/2012	201211785
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Birdstrike during flight. Loud noise heard followed by slight vibration. A/c diverted.
On inspection debris and impact evidence found on the RH cabin roof, main rotor gearbox cowling, oil cooler inlet and around the main rotor gearbox. AOG awaiting repair.

EUROCOPTER EC135	UNKNOWN	Landing - Other	EGEC : GLASGOW CITY HELIPORT	14/09/2012	201212072
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EC125 targeted by a green laser as it landed at heliport. Police notified.

EUROCOPTER EC135	TURBOMECA, FRANCEARRIUS	Cruise	Glenormiey	15/09/2012	201212134
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EC135 on operational duties, reported being illuminated by a green laser on two occasions.
At 2110hrs, a/c targeted from the Glenormiey area. Ground forces sent to location. The 2nd incident was from the Lurgan area at 21:50hrs. Ground Units notified.

EUROCOPTER EC135	TURBOMECA, FRANCEARRIUS	Initial climb	Glasgow Heliport	16/09/2012	201212148
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EC135 climbing to 1000ft from Heliport, targeted by a green laser from 3 o'clock position. ATC informed.

EUROCOPTER EC135	TURBOMECA, FRANCEARRIUS	Cruise	Merthyr Tydfil	20/08/2012	201212587
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EC135 on operational duties at 1000ft, subjected to a green laser illumination. The source was identified and the perpetrator arrested.

EUROCOPTER EC135	PRATT & WHITNEY (USA)Other	Cruise	Liverpool	20/09/2012	201212622
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EC135 on operational duties in the Aintree area of Liverpool, targeted by a green laser. Ground forces directed to a residence and perpetrators arrested.

EUROCOPTER EC135	TURBOMECA, FRANCEARRIUS	Cruise	West of Downham Market	19/09/2012	201212671
EC135 repeatedly targeted by a green laser, during Air Ambulance night training at 1000ft.					
EUROCOPTER EC135	PRATT & WHITNEY (USA)Other	Hovering	Middlebrough	16/09/2012	201212686
EC135 on operational duties over Middlebrough, targeted by laser several times over a period of 10mins. A/c had to be repositioned due to the distraction. Ground forces directed to the perpetrator.					
EUROCOPTER EC135	TURBOMECA, FRANCEARRIUS	Cruise	Glasgow	18/10/2012	201212749
A/c returned to base due to nr1 engine oil pressure fluctuations. Engineers inspection carried out law AMM, MMI exceedance confirmed but no defects found. Engine had accumulated 50mins since fitting.					
EUROCOPTER EC135	TURBOMECA, FRANCEARRIUS	Maintenance phases	Warton	05/09/2012	201210653
RH exhaust heat shield damaged. During scheduled check, the RH lower heat shield attachment to the exhaust was found to be cracked/broken. AOG awaiting repair. Damaged part sent to local engineering base for analysis.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA)Other	Hovering - landing	Carr Gate	02/10/2012	201212033
Front LH cross tube broke on landing. As the a/c landed, there was a loud bang and the a/c sank forward and rolled slightly left. A/c gently lowered and closed down. Engineer requested. Prior to this event, a single clunk was heard on landing and a thorough inspection had been made with no evidence of damage, distortion or uneven position. The a/c had completed another full sortie in between, with no indications of failure. Engineering investigation found that the forward cross tube had cracked 10cm outboard of the LH saddle clamp. It was also noted that the outboard portion of the cross tube was not resting on the composite fuselage structure. Some further damage was found to the fuel tank vent forward fairing which was consistent with contact with the cross tube. New cross tube sourced and fitted.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA)Other	Aircraft repair	Unknown	30/09/2012	201212582
Persistently high engine oil pressure. Several occurrences of high oil pressure readings since engine overhaul in August 2010. Despite the engine being returned to the manufacturer for investigation, the problem recurred. Several remedies were tried, including replacement of the IIDS and the oil pressure transmitter. Eventually a pressure gauge was fitted directly to the engine which showed the oil pressure to be out of limits so the engine was changed. Operator investigation and engine rebuild is still in progress after the engine was stripped down and high oil carbon deposits and contamination was found in the engine along with worn bearings. Investigation ongoing.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA)Other	Scheduled maintenance	Shoreham	12/10/2012	201212976
Incorrect part supplied and subsequently fitted. Discovered during duplicate inspection of task. Whilst changing the LH coupling seal on the MRGB, a new lock washer was fitted. During duplicate inspection of the task, the engineers could not be satisfied that the washer was correctly fitted. It was removed (more easily than usual) and found to be slightly different to the original, with one locking tang longer than the other. Another washer was procured through the company bonded stores and was found to be a correct washer, supplied under the same batch number as the suspect washer. The parts list showed the lock washer as p/n 900D3408054-101 supplied under p/n SL61W10F. Original and suspect washers have been returned to the company Quality Department.					

OTHER (Callidus)	BOMBARDIER ROTAX 912	Uncontrolled descent during take-off	EGBJ (GLO): Gloucestershire	06/09/2012	201210616
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A/c lost height during climb and pitched down immediately after take-off. A/c landed beside the runway on the grass. Pilot reported that the propeller tips may have struck the runway surface.

ROBINSON R22	LYCOMING320 FAMILYUNKNOWN	Taxi to runway	EGNJ (HUY): Humberside	10/10/2012	201212428
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R22 cleared to air taxi to holding point A was observed passing holding point A. R22 requested taxi for departure. ATC cleared R22 to air taxi to holding point A, which was readback correctly. An S76 was then cleared for take-off from RW20. ATC then observed R22 taxi across the apron and pass through holding point A. R22 pilot requested confirmation of the clearance as they crossed the holding point. ATC told pilot clearance limit was holding point A. R22 pilot later acknowledged they should have sought clearance confirmation prior to crossing the line. Pilot made reference to being distracted by their student.

ROBINSON R22	UNKNOWN	Air taxi/hover taxi	Enniskillen	13/10/2012	201212704
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R22 taxied within close proximity of terminal buildings (terminal).

ROBINSON R44	LYCOMING540 FAMILYUNKNOWN	En-route	Strathaven	24/08/2012	201210076
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R44 allegedly failed to comply with circuit traffic pattern. R44 flew across the centre of the airfield. Scottish Info and Glasgow ATC had a 7000 squawk but were not in radio contact. Reporter commented that as R44 was approaching from the South, one microlight was on final for the North-South runway, circuit training with a student. Microlight instructor had a good early view of R44 and did not need to take avoiding action.

ROBINSON R44	LYCOMING540 FAMILYCFM INTERNATIONALCFM 56	Cruise	EGAA (BFS): Belfast/Aldergrove	25/10/2012	201213020
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Infringement of the Belfast CTR (Class D) by an R44 at 1100ft. Traffic info given to an inbound A319, which continued approach to land.

ROBINSON R44	LYCOMING540 FAMILY	Taxi to runway	EGBJ (GLO): Gloucestershire	17/09/2012	201211248
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Runway incursion. R44 instructed to hold at position X and given a conditional clearance to cross RW22, standard helicopter departure North after a landing EV-97 on approach RW22. R44 pilot acknowledged "cross RW22" and immediately commenced crossing RW22 and transitioned to depart North. Controller deemed safest option was to allow the R44 to depart having judged there was no risk of collision. EV-97 given traffic info.

ROTORWAY EXEC	ROTORWAYRI-162	Unknown	Street Farm, Takeley	19/08/2012	201211371
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Loss of communication due to radio failure.

OTHER

FOURNIER RF4	VOLKSWAGEN	Rejected take-off	EGFF (CWL): Cardiff	06/09/2012	201210827
Rejected take-off due to engine faltering. A/c got airborne but landed back on remaining runway. No injuries to POB and no damage to a/c.					
GROB G103	OTHER (Not Applicable)	Landing	Brentor Airfield, Devon	06/10/2012	201213073
UK Reportable Accident. Glider touched down on soft/wet runway. Struck sub surface obstruction and undercarriage retracted. Two POB no injuries. BGA investigation.					
GROB G109	GROB2500	Approach : Other	EGHR (QUG): Chichester/Goodwood	29/09/2012	201212066
D&D Cell Report: PAN declared due to total engine failure. Pilot had lost comms with airfield 3nm short and needed permission to land. Attempted to contact the airfield but no reply. Pilot made aware and his approach was continued. Communications were lost with the a/c but another a/c in the area confirmed that it had landed safely. Airfield eventually contacted with an alternative number.					
OTHER (GLIDER)	UNKNOWN	Unknown	Wilton	18/08/2012	201209881
Infringement of the Wilton ATZ (Class G) by several gliders. Traffic info given. Wilton Tower and Approach did not receive any calls from the gliders. One glider performed a landing at Wilton. NOTAM had been issued indicating that a gliding competition was taking place. The pilot of the glider that landed stated that Wilton was on their route between Oundle and Cambridge. Pilot also allegedly stated that they had called on frequency 134.5 but realised they should have called on 134.050.					
SCHLEICHER ASW15	UNKNOWN	Landing roll	EGTB : Wycombe Air Park/Booker	08/10/2012	201212311
UK Reportable Accident. Wing clipped ground on landing. One POB no injuries. Rear runner sheared off. Investigation delegated to BGA.					

ABBREVIATIONS

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

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

OCCURRENCE LISTING AIRCRAFT BELOW 5700kg

OCCURRENCES RECORDED BETWEEN 01 Nov 2012 and 30 Nov 2012

FIXED WING AIRCRAFT

AGUSTA BELL AB139	PRATT & WHITNEY (CANADA)PT-6 FAMILY	En-route	North Denes	15/11/2012	201213908
UK AIRPROX 2012/164 - Agusta AW139 and C150 at 1500ft, flying South to North, 9nm NNW of North Denes.					
ALPHA R2160	LYCOMING320 FAMILY	Air worthiness directive	Staverton	02/10/2012	201212022
During AD inspection, severe corrosion was found necessitating replacement of wing spar cap. Reporter suggests a shorter interval between inspections.					
BAE 146JET PROVOST	ARMSTRONG SIDDELEYVIPER	Take-off: Other	EGNT (NCL): Newcastle	28/09/2012	201212032
Runway excursion: A/c on a solo circuit detail, ran off the north side of runway. A/c was shut down and pushed back onto runway by fire services. A/c then taxied back to stand. Runway closed for approximately 20mins.					
BEECH 200	PRATT & WHITNEY (CANADA)PT-6 FAMILY	Low flying	LJMT (OSR): Ostrava/Mosnov	20/09/2012	201211738
Internal cabin door became detached during flight. On investigation the cabin door had released from its top runner and slid closed at an angle and hit the opposite door. The door was secured and confirmed as undamaged.					
BEECH 200	PRATT & WHITNEY (CANADA)PT-6 FAMILY	Initial climb	EGNM (LBA): LEEDS BRADFORD	31/07/2012	201211745
Gear handle red light remained on. Main gear appeared to be fully retracted and no other technical indications were apparent. Gear down selection was made and after a longer period than normal, three greens indicated. Subsequent investigations found LH actuator notchy. When dismantled, 13 teeth of drive gear found damaged. Both LH and RH actuators replaced, as RH item was found in a similar condition.					
BEECH 200	PRATT & WHITNEY (CANADA)PT-6 FAMILY	Standing : Engine(s) Start-up	EGYD : Cranwell	03/10/2012	201212115
During start crew observed that ailerons felt more resistant than usual as the control wheel moved past 5deg of the neutral position. A/c was taxied into wind for another check, same sensation felt. Fuselage cables found low and re-tensioned, control run inspected and lubricated. On checking, controls moved freely.					

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

BEECH 200	PRATT & WHITNEY (CANADA)PT-6 FAMILY	Take-off run	EGYD : Cranwell	05/10/2012	201212297
<p>Fumes in cockpit. PAN declared. Radar screen went blank then came back on but was flickering. Instructor and student both noticed an acrid burning smell and donned oxygen masks. A/c landed safely. Nr1 engine duct outer cover found to be worn and was replaced. Nr2 engine duct found to be contaminated with oil. Duct cleaned and secured. Radar indicator replaced and tested. Engine ground runs carried out with no further incidents.</p>					
BEECH 200	UNKNOWN	Approach	EGPO (SYT): Stornoway	11/10/2012	201212481
<p>Late call from pilot when final approach established. A/c cleared to land but did not read back clearance. A/c flew go-around, did not give reason. Pilot believed had been transmitting on wrong frequency when reading back clearance.</p>					
BEECH 200	PRATT & WHITNEY (CANADA)PT-6 FAMILY	Cruise	EGYD : Cranwell	18/10/2012	201212884
<p>Pneumatic overpressure. The pneumatic pressure was noted to be reading 25psi. Crew immediately retarded the powers to reduce the pressure, which was successful, and descended to FL80 as a precaution. (Reporter notes that the pressure gauge is poorly placed on this a/c, out of the normal scan range). The fault was traced to the pressure reducing valve and a replacement was ordered.</p>					
BEECH 300	PRATT & WHITNEY (CANADA)PT-6 FAMILY	Scheduled maintenance	EGXW (WTN): Waddington	17/10/2012	201212854
<p>Engineering staff discovered nose gear door sheared off. The rear hinge of the LH nose gear door had sheared off. The rear of the door had a degree of movement large enough for the underside of the a/c to be scratched. There were no reports from aircrew to indicate failure of the mechanism.</p>					
BEECH 55	CONTINENTAL (TELEDYNE) USA470 FAMILY	Landing (Touch-and-go)	EGSH (NWI): Norwich	01/11/2012	201213404
<p>ATC allegedly cleared a BE55 to perform a touch-and-go on RW27, with an Ops vehicle still on the runway. Ops vehicle was instructed to depart the runway. BE55 carried out the touch-and-go and departed. The Ops vehicle strip was alleged not to have been in the runway bay on the strip board, but next to it.</p>					
BEECH 90	UNKNOWN	En-route	NATEB	02/09/2012	201210863
<p>Prolonged loss of comms (PLOC). BE90 had been turned right at GASKO on a heading to parallel the edge of P16, but then failed to respond when controller attempted to transfer the a/c to Tay Sector. After several calls a/c finally called about 30nm North of NATEB and advised that he must have had a problem with his radio. A/c was then transferred to Tay Sector.</p>					
BEECH 90	PRATT & WHITNEY (CANADA)PT-6 FAMILY	Cruise	Biggin Hill	31/10/2012	201213253
<p>BE90 indicating 2000ft flew through the Biggin Hill ILS track when a C560 was also at 2000ft established at about 8nm RW21. Traffic info given. STCA activated. Southend were contacted who initially said that the BE90 was in receipt of a Basic Service but subsequently advised that the a/c was initially under a Traffic Service and then downgraded to a Basic Service. As the BE90 passed through the ILS the squawk changed from 7000 to a Farnborough LARS squawk.</p>					
BELLANCA	LYCOMING360 FAMILY	Intermediate approach	EGBJ (GLO): Gloucestershire	02/11/2012	201213336
<p>A/c returned due to radio problems preventing a/c making contact with the tower at destination. Each time the a/c was transferred from approach and given joining instructions, the pilot was unable to communicate with the Tower.</p>					

CESSNA 150	CONTINENTAL (TELEDYNE) USA200 FAMILY	Cruise	Luton	07/11/2012	201213561
<p>Infringement of the Luton CTR (Class D) by a C150 squawking 5033. Avoiding action and traffic info given. Standard separation maintained. An inbound B737 was approx 15nm from touchdown when TC observed the C150 about to enter the Luton CTR. TC requested Farnborough ATC to turn C150 left away from the final approach track. Farnborough ATC allegedly continued C150 with a right turn. TC initiated avoiding action to the B737 and discontinued the B737's approach to RW26. Investigations indicate that a C150 receiving navigational assistance from Farnborough LARS made a minor incursion (<0.25nm) into the Luton CTR. A B737 inbound to Luton at 4000ft was turned away. Coordination attempted between LTC Luton and Farnborough LARS however, at the time, the C150 was already in a right hand turn. No further CAA action necessary.</p>					
CESSNA 152	LYCOMING235 FAMILY	Approach	EGPK (PK): GLASGOW PRESTWICK	21/09/2012	201211662
<p>Training flight. Student pilot failed to read back ATC instructions.</p>					
CESSNA 152	LYCOMING235 FAMILYBOMBARDIER ROTAX	Final approach	Perth	01/11/2012	201213317
<p>UK AIRPROX 2012/160 - C152 and a Skyraider Swift at 30ft on climb out RW27 Perth. C152 performed a late go-around while Skyraider performed a touch and go. Skyraider advised o stop climb to avert collision.</p>					
CESSNA 152	LYCOMING235 FAMILY	Final approach	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	11/11/2012	201213747
<p>Runway incursion by a person. C152 on finals sent around. Rescue 6 cleared to proceed to S1 in order to locate a hydrant. Vehicle occupant then requested to vacate the vehicle, which was approved. Person was subsequently identified North of S1 and within the protected zone. Person reported vacated but was still North of S1. Appropriate action taken.</p>					
CESSNA 152	LYCOMING235 FAMILY	Take-off	EGBE (CVT): Coventry	13/11/2012	201213876
<p>C152 allegedly departed RW23 without take-off clearance. Avoiding action and traffic info given. C152 was lined up on RW23 for departure and issued with instructions to hold due to a DA42 go-around. C152 read back instructions. C152 subsequently departed without take-off clearance. DA42, instructed not below altitude 700ft, was directly overhead as C152 became airborne. DA42 was instructed to make an early right turn into the visual circuit.</p>					
CESSNA 152	LYCOMING235 FAMILY	Cruise	Edinburgh	21/11/2012	201214145
<p>Infringement of the Edinburgh CTR (Class D) by a C152. Departures stopped. Dual training flight.</p>					
CESSNA 172	UNKNOWN	Cruise	Stansted CTA	07/08/2012	201210613
<p>Infringement of the Stansted CTA (Class D) by a C172. Separation lost with an LJ35 inbound to Stansted. Traffic info and avoiding action given. The a/c contacted Cambridge whilst still within the CTA and Cambridge alerted Stansted FIN to inform them that they were talking to the a/c and had requested it to descend immediately.</p>					
CESSNA 172	LYCOMING360 FAMILY	Rejected take-off	EGSC (CBG): Cambridge	12/08/2012	201211993
<p>Rejected take-off on touch and go landing due to excessive airframe vibration. Shortly after the throttle was advanced to full power, the a/c began to vibrate aggressively. Instructor took control and aborted the take-off. Brake pressure was difficult to maintain due to the force of the vibrations. Engineering inspection found the nose tyre pressure to be low and engine cylinder nr3 induction tube was loose. Rectifications made and a/c returned to service.</p>					

CESSNA 172	CONTINENTAL (TELEDYNE) USA300 FAMILY	En-route	EGSS (STN): London/Stansted	11/11/2012	201213711
Infringement of the Stansted CTA and CTR (Class D) by a C172 with Mode C indicating between 2000-2400ft. CAIT activated. Avoiding action and traffic info given. Loss of separation. TC broke off three a/c on approach to R/W22. Investigations indicate this was a significant event that resulted in two losses of separation against Stansted inbound a/c. A further three commercial a/c were delayed to ensure separation was maintained. C172 pilot later apologised, commenting they had made a navigational error, and on realising their error, had not contacted Stansted ATC due to concerning themselves with correcting their flight path to avoid infringing Cambridge. Low sun and mist were cited as factors for the navigation error. Pilot stated they would not fly this type of flight again without an alarm system or GPS to warn of CAS.					
CESSNA 180	CONTINENTAL (TELEDYNE) USA470 FAMILY	Take-off run	EGMD (LYX): Lydd	18/11/2012	201213982
UK Reportable Accident: Loss of control on take-off. A/c landed heavily, undercarriage collapsed leaking fuel. Two POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.					
CESSNA 182	CONTINENTAL (TELEDYNE) USA470 FAMILY	Cruise	EGLC (LCY): London city	11/11/2012	201213709
Infringement of the London City CTA/CTR by a C182 at 2000ft. Loss of separation with a CL600 inbound to London City. Traffic info and avoiding action given. The pilot concerned has been fully alerted to this incident.					
CESSNA 510	PRATT & WHITNEY (CANADA) Other (PW615F-A)	Take-off run	EBBR (BRU): Bruxelles/National	23/10/2012	201212933
Flight Management System (FMS) error. A/c was cleared to line up and GPS checked. At this point it was noticed that the GPS point R/W07L was in fact located 30deg off course. Point R/W07L was removed and heading mode armed. 'Nav' re-engaged in the climb and normal capture as per SID.					
CESSNA 525	UNKNOWN	Standing : Engine(s) Shut Down	EGBE (CVT): Coventry	29/10/2012	201213114
Chocks allegedly not put on C525A when the a/c was parked. The C525A subsequently rolled into a fuel bowser causing minimal damage to the nose of the a/c. Pilot reported they were happy to depart due to the fact that the damage to a/c was so minimal.					
CESSNA 525	WILLIAMS FJ44	Landing: Other	EGGW (LTN): London/Luton	22/09/2012	201211700
Power brake system failure. On selecting landing gear down, 'PWR BRK LOW PRESS' caption illuminated, indicating brake system not pressurising. ECL actioned and emergency braking system used. Power brake relay replaced by engineers and emergency brake system bled and function checked.					
CESSNA 525	WILLIAMS FJ44	Take-off	EGJB (GCI): Guernsey, Channel Is.	13/09/2012	201213660
A/c became airborne but requested return for undefined reason. On return it was discovered that pitot covers had not been removed and had subsequently melted. Pitot covers removed by engineering staff. The Captain disembarked a/c with engines running, cleaned pitot tubes with methylated spirit and a screwdriver and then returned to the a/c and departed.					
CESSNA 525	WILLIAMS FJ44	Scheduled maintenance	Bournemouth (EGHH/BOH)	09/11/2012	201213786
During boroscope inspection of nr1 engine damage found on the high pressure compressor. Inspection carried as part of a pre-buy engineering survey. Further boroscope inspection found that there was a missing blade on the last IP compressor (stage 3), fractured about 1/4 length from the blade root. The IP stator stage forward of the 3rd stage compressor was also damaged, and damage was also found to various compressor stages of the engine but not the fan, fan stator or 1st stage IP compressor. There were signs of oil leakage within the core and in the bypass duct. Pre inspection full power engine runs were noted as normal although there was a 15deg split between LH and RH engines. Due to there being no fan or stage 1 and 2 compressor stage damage, initial thoughts are that the compressor damage was caused by the detaching blade and that the blade failure was the initial event. No evidence of the detached blade portion has yet been found. Contact was made with previous crews and no reports of any operational issues for this engine was noted. Manufacturer requested engine removal and shipment for inspection.					

CESSNA 680	UNKNOWN	Taxiing to/from runway	EGBJ (GLO): Gloucestershire	28/11/2012	201214421
Runway incursion by a C680 that was cleared to vacate RW27 left on Taxiway C, cross RW04 and hold at B2. B2 is the holding point for RW36 which was in use. C680 observed to enter RW36. C182 on 0.5nm finals instructed to go-around.					
CFM SHADOW	BOMBARDIER ROTAX 503	Cruise	Southampton CTA	08/09/2012	201210999
Infringement of the Southampton CTA (Class D) by a CFM Shadow. The a/c was flying over the New Forest enroute to Old Sarum, when pilot flew into strong winds and very bad turbulence. For this reason the pilot elected not to land at Old Sarum and turned back to Thorney Island. The wind and turbulence then became greater and also at the same time the radio and GPS were malfunctioning, due to the vibration (believed). The passenger was only on her second flight was becoming very upset and stressed due to the conditions, creating a tense situation. After referencing with his map, to track a return course, he realised he had flown into Southampton airspace. As soon as he realised where he was he tried to get out as soon as possible but due to the high winds, the a/c's ground speed was very low. The appropriate lessons appear to have been learnt from this incident.					
CIRRUS SR22	UNKNOWN	Cruise	Brentwood	08/10/2012	201213798
SR22 on clockwise circumnavigation of London 2300ft, reported a green laser directed at the cockpit.					
COMCO IKARUS IKARUS C42	UNKNOWN	Approach	EGCB : Manchester/Barton	11/11/2012	201213889
C42 initiated a missed approach to RW27L due to ATC advising of a pedestrian walking in the vicinity of RW27L threshold area. R44 operating on the North side of the airfield advised they were dropping off one passenger who was feeling unwell. The passenger had been instructed to walk and wait at the A4 Hold Board, North of RW27L, and wait for an airfield Ops vehicle to collect them. The passenger was subsequently observed, from the VCR, walking from the R44 continuing past the A4 hold onto RW27L threshold area. After C42 had initiated the missed approach, the airfield Ops vehicle was permitted to enter RW27L and collect the passenger.					
CYCLONE AIRSPORTS PEGASUS QUANTUM15	BOMBARDIER ROTAX	Cruise	Enrol, Perthshire	17/11/2012	201213883
UK Reportable Accident: A/c suffered engine failure at 2000ft. Flipped over on landing. One POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.					
CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX	Cruise	BRISTOL CTA	07/09/2012	201210811
Alleged infringement of the Bristol CTA (Class D) by a Quik microlight at 2000ft. The pilot believes that he drifted into the 1500ft stub of CAS. ATC believe the a/c was slow to descend to 1500ft and was inside CAS for 4nm.					
CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX	Unknown	Near Convoy	30/09/2012	201212040
UK Reg Overseas Accident: Microlight crashed, impacting heavily. One POB with serious injuries. A/c destroyed. Subject to Foreign Authority investigation.					
CYCLONE AIRSPORTS PEGASUS QUIK	UNKNOWN	Initial climb	EGPT (PSL): Perth/Stone	22/10/2012	201212886
PAN declared due to smoke in cockpit. Smoke dissipated on shutdown. Cause identified as a faulty capacitor in the charging circuit.					
CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX	Final approach	Perth	04/11/2012	201213416
Microlight on final for RW03 attempted to land whilst runway was occupied by a second Microlight backtracking in the middle of the runway to vacate at the end. When spoken to later by RFFS staff the pilot stated that she intended to land over the backtracking a/c. CFI has been alerted and agreed to pass on advice regarding airfield procedures.					

DE HAVILLAND DHC1	BRISTOLGIPSY MAJOR	Landing: Other	EGKA (ESH): Shoreham	17/11/2012	201214062
Runway excursion. A/c left the runway whilst performing a touch-and-go. A/c was moving at less than taxi speed and reported no damage. Runway inspection completed.					
DE HAVILLAND DHC6	PRATT & WHITNEY (CANADA)PT-6 FAMILY	Taxi from runway	EGHE (ISC): Scilly Isles/St Mary's	14/11/2012	201213881
RH engine failed to respond to increased power selection after landing. On shut down, RH power lever was wedged forward of gate and RH prop lever would not go through the gate to feather. Engineering investigation found the RH engine upper mount vibration isolator had sheared. Part replaced and fleet inspection carried out, no further defective parts found.					
DE HAVILLAND DHC8	PRATT & WHITNEY (CANADA)PW100 FAMILY	Final approach	EDDV (HAJ): HANNOVER	08/09/2012	201210760
Foreign AIRPROX - DHC8 at 800ft received a TCAS TA against a C172 whilst on short finals to R/W27R. Traffic info given. Subject to investigation by the German authorities. C172 was apparently making an approach to R/W27C. Communications between the C172 and ATC were in German.					
DIAMOND DA40	THIELERTCenturion 1.7 (TAE 125)	Landing roll - on runway	EGKA (ESH): Shoreham	13/10/2012	201212855
A/c swerved after landing, wheel contacted runway light. Both the runway light and wheel spat found to be broken.					
DIAMOND DA40	THIELERTCenturion 1.7 (TAE 125)	Taxi to runway	EGBO : WOLVERHAMPTON	13/11/2012	201213816
Runway incursion. DA40 instructed to taxi to the holding point for R/W22 via R/W34 was observed taxiing at speed towards R/W22 hold, subsequently turning onto R/W22 before confirming they were ready for departure. Reporter commented that DA40 had initially failed to readback R/W22, before confirming R/W22 was acceptable. As DA40 was taxiing at speed towards R/W22 hold, FISO called DA40 to warn pilot of their proximity to the runway and check they had understood which runway was in use. It was during this exchange that DA40 turned onto R/W22. No other a/c affected. Reporter made reference to possible language difficulties.					
DIAMOND DA42	THIELERTCenturion 1.7 (TAE 125)	En-route	EGBE (CVT): Coventry	27/09/2012	201211994
During training flight RH engine 'fuel overtemp' warning received. Fuel temperature showing 140deg. Engine shut down, PAN declared and a/c returned. A/c had just performed ILS approach with intentional go-around. Fault traced to a faulty temperature sensor.					
DIAMOND DA42	THIELERTCenturion 1.7 (TAE 125)	Approach : Other	EGKA (ESH): Shoreham	17/10/2012	201212705
Landing gear warning, nose wheel indication red light. Go-around flown and visual inspection carried out by tower, RFFS and company instructor. Landing gear appeared to be down in normal position so a/c positioned for landing with full emergency initiated. A/c shut down RH engine and landed safely.					
DIAMOND DA42	OTHER (AUSTR0 E4 (AE300))	Cruise	EGSF : Peterborough (Conington)	04/11/2012	201213576
Drop in engine power RH engine followed by Engine Control Unit (ECU) caution. A/c diverted. Following 70% to 30% drop in power, LH engine ECU cautions 'LH A and B, RH A and B'. Cautions on and off and power fluctuating on both engines. Descended below cloud and diverted for a safe landing. Data download from engines sent to manufacturer for investigation.					
DIAMOND DA42	THIELERTCenturion 1.7 (TAE 125)	Initial Approach	EGMC (SEN): Southend	18/10/2012	201213778
A/c returned due to reduced performance on RH engine. ECL actioned. No engine warnings were present but the maximum load achieved by the RH engine would not exceed 41%. After landing and on removal of the engine cowlings, initial inspection revealed the control shaft to the turbo charger had sheared.					

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 126)	Cruise	LHUD : Szeged	18/11/2012	201214263
<p>PAN declared and a/c diverted for a precautionary landing, due to smell of smouldering plastic. ECL carried out and the a/c landed safely. Engineers investigation found no faults and issued a CRS, but the flight crew were not entirely comfortable so the a/c was dispatched with the autopilot disengaged. There were no problems in flight. Subsequent detailed investigations found a circuit board within the transponder unit to be catastrophically damaged, with evidence of heat and smoke staining. The unit has been returned to the manufacturer for analysis. A replacement unit is to be fitted to the a/c and air tests carried out before return to service.</p>					
DIAMOND DA42	OTHER (AUSTRAL E4 (AE300))	Intermediate approach	EGNV (MME): TEESSIDE	08/11/2012	201214334
<p>PAN declared and emergency landing carried out due to unsafe landing gear indication. On selection of the landing gear, the gear was heard to travel but no green lights illuminated to indicate the gear was down and locked. Several actions taken but the indication still failed. A/c landed safely with emergency services in attendance. When landing gear was inspected, all lock stops were in position. The a/c manufacturer was contacted and it was found that with the instrument lighting panel not set to a high brightness setting (75%), the gear warning and three greens do not illuminate. The a/c manufacturer has been requested to rectify this setting. The company will amend the emergency checklist to ensure that if the Fire and Gear Warning test does not obtain three greens, that the LHS rotary lighting switch is turned onto a brighter setting.</p>					
EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX	Powered Fixed-wing aircraft	Manchester	07/09/2012	201210874
<p>Infringement of the Manchester CTR (Class D) by a Microlight squawking 7000 at 1000ft. Pilot states that a disused airfield was annotated as active on the VFR chart, which contributed to the pilot misidentifying his location. Appropriate authorities informed of the requirement to annotate the disused airfield correctly.</p>					
EXTRA 300	LYCOMING540 FAMILY	Initial climb	EGBE (CVT): Coventry	16/10/2012	201212758
<p>Precautionary landing due to slightly rough running engine. A/c flying circuits. After the second touch-and-go at approximately 450ft, the engine started to run slightly rough so a precautionary landing was carried out without incident. Engineers inspection found that a lead in the magneto harness assembly was chafed. This probably led to one of the two spark plugs misfiring and causing the rough running of the engine. Harness replaced and a/c returned to service. Fleet check to be carried out.</p>					
GROB G109	GROB2500	Climb into traffic pattern	EGHR (QUG): Chichester/Goodwood	26/10/2012	201213038
<p>Engine failure at 2500ft at top of climb. A/c within gliding distance of diversion airfield and made a safe landing.</p>					
GROB G109	GROB2600	Landing	EGHJ (BBP): Bembridge	31/10/2012	201213231
<p>UK Reportable Accident. Engine failed on landing causing a hard landing on grass at low speed. Two POB no injuries. Investigation delegated to BGA. The engine lost power on go-around, landing on soft ground causing damage to the a/c. Further investigations on the engine showed no further problems, however a fouled spark plug may have contributed to this event. Unable to establish root cause and due to the resultant damage to the propeller, crankshaft and crankcase, it was impossible to determine if there were any other contributing factors. The a/c is to be rebuilt.</p>					
GROB G115	LYCOMING360 FAMILY	Initial climb	EGXE : Leeming	18/10/2012	201212747
<p>Engine overspeed after take-off. The engine was governed normally during take-off but following the after take-off checks, the co-pilot noticed the rpm overspeed to 2750rpm. Lever brought back to control the rpm within limits successfully and a precautionary landing was carried out.</p>					
GROB G115	LYCOMING360 FAMILY	Climb into traffic pattern	Barkston Heath	23/11/2012	201214388
<p>Elevator control restriction. The control column required significant force to be moved by the student, therefore the instructor took control but felt no restriction. Problem could not be reproduced. A precautionary landing was made without any incident. A fleet check raised no other related defects. Further investigation revealed two nylon balls that act as bearings to the elevator control rod had worn considerably however it was not thought to have been a factor in this event. Investigation continues and the a/c remains off-line.</p>					

GRUMMAN AA6	LYCOMING360 FAMILY	Standing : Engine(s) Start-up	Unknown	21/10/2012	201212885
A/c left unattended with engine running, unchocked. A/c was parked outside hangar on apron facing fuel installation approx 25m away unchocked. Pilot was observed to jump start a/c from a vehicle, then leave the a/c with the engine running to reposition the vehicle. A/c was left unattended during this time.					
GULFSTREAM GV	BMWRR710 SERIES	Taxi from runway	EGTK (OXF): Oxford/Kidlington	07/11/2012	201214387
Lack of apron lighting resulted in a near miss ground incident between a parked PA28 and a Gulfstream 550 being marshalled to its parking position. Marshaller was unable to see the parked PA28 in the dark.					
HARKER	BOMBARDIER ROTAX 912	Landing roll - on runway	Eshott Airfield	22/09/2012	201213449
UK Reportable Accident: On landing, a/c ground looped, undercarriage collapsed and RH wing struck the runway. Two POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.					
HAWKER (HURRICANE)	ROLLS-ROYCEV1650 (MERLIN)	En-route	Biggin Hill	19/08/2012	201210321
Infringement of the Biggin Hill ATZ (Class G) by a Hawker Hurricane at 2400ft. Pilot made contact with ATC requesting transit through Biggin Hill ATZ and was instructed to "report with 5 miles to run for onward clearance" as per standard unit procedures. Pilot subsequently contacted ATC overhead Biggin Hill airfield, having entered the ATZ without a clearance. ATC informed pilot "5 miles" was not received and that a/c had entered ATZ without permission. A/c continued enroute.					
JABIRU JABIRU	UNKNOWN	Approach	EGJA (ACI): Alderney, Channel Is.	08/08/2012	201210937
Pilot failed to comply with ATC instructions during approach and flew low level through the overhead. Traffic info given. After landing pilot was observed returning to the a/c and proceeded to enter active RW08 at A1 to take photographs. On being observed entering the active runway a vehicle was dispatched to intercept, returning the pilot to a safe area. Landing traffic was held on the runway until vehicle and pedestrian were clear.					
JODEL D150	CONTINENTAL (TELEDYNE) USA200 FAMILY	Initial climb	EGTU : Dunkeswell	27/10/2012	201213189
UK Reportable Accident: At 300ft after take-off, perspex landing light cover broken. Severe handling difficulties and a/c crashed. One POB no injury. A/c severely damaged. AAIB AARF.					
MAINAIR GEMINI FLASH	BOMBARDIER ROTAX	Landing roll - on runway	EGCK : Caernarfon	11/11/2012	201213852
UK Reportable Accident: On landing, nose wheel veered left and a/c flipped over. One POB with minor injuries. A/c damage to be assessed. Subject to AAIB AARF investigation.					
MAINAIR GEMINI FLASH	BOMBARDIER ROTAX 582	Landing: Other	Redlands Airfield	11/11/2012	201214024
UK Reportable Accident: A/c lost control on touchdown and tipped onto side, after flying down prop wash from preceding a/c. One POB, no injuries. Substantial damage to a/c. Subject to AAIB AARF investigation.					
MOONEY M20J	LYCOMING360 FAMILY	Landing roll - off runway	EGNU : Full Sutton	01/11/2012	201213511
Test flight. On landing, the engine seized and the a/c landed short of the runway in a sown field. No injuries to the one POB. A/c damage to be assessed.					

OTHER (Microlight)	UNKNOWN	Cruise	Shoreham	02/09/2012	201210473
Alleged infringement of the Shoreham TRA (Temporary Restricted Area) and ATZ (Class G) by two microlights. Reporter stated that a Jet Provost, cleared for take-off, observed two microlights in climb out, transiting along the coast, low level Westbound. No calls made to ATC.					
OTHER (SKYRANGER 582)	BOMBARDIER ROTAX 582	Cruise	LCY 10 ESE	08/08/2012	201210838
Infringement of the LTMA (Class A) by a Skyranger 582. The a/c wearing a Farnborough LARS squawk was observed indicating 2900ft at highest point. Standard separation maintained. Farnborough were aware of the incident and the a/c was already descending when they were contacted.					
OTHER (MOTOR GLIDER)	LIMBACH SL 1700	Cruise	EGTU : Dunkeswell	29/09/2012	201213837
Undercarriage struts severely bent, causing wheel to make contact with underside of the fuselage. Fairly hard landing on first sector but no problems noticed. On the return sector, the pilot omitted to retract the landing gear. The error was not noticed until the pre-landing checks and the pilot reported no problems with the landing. The damage was discovered the following day by another member of the syndicate, the a/c was not flown and is AOG for repairs.					
OTHER (Skyranger)	BOMBARDIER ROTAX 912	Landing roll - on runway	Sackville Farm, Riseley	14/11/2012	201214173
UK Reportable Accident: Possible engine failure. A/c nosed over on landing. Two POB with minor injuries. A/c substantially damaged. Subject to AAIB AARF investigation.					
PIAGGIO P149	UNKNOWN	Landing roll - on runway	Other	07/11/2012	201213920
UK Reportable Accident. A/c drifted to right on landing. Wing caught hedge and struck a fence. One POB no injuries. Subject to AAIB AARF investigation.					
PIPER PA18	LYCOMING360 FAMILY	Taxing: Other	Beilana Airfield	11/11/2012	201213833
Gliding club's tug a/c taxed forward and struck an unattached gang mower following re-fuelling. One POB, no injuries. Propeller damaged.					
PIPER PA22	LYCOMING290 FAMILY	Rejected take-off	Other	26/10/2012	201213563
UK Reportable Accident: Taking off on very wet runway with crosswind, take-off abandoned and a/c slid into hedge. One POB, no injuries. A/c damage to be assessed. Subject to AAIB AARF investigation.					
PIPER PA28	LYCOMING360 FAMILY	Cruise	Manchester LLR	01/08/2012	201210449
Infringement of the Manchester CTR (Class D) by a PA28 at 1200ft. Standard separation maintained. A/c on frequency under a BS inside the LLR (Low Level Route). No traffic affected and a/c permitted to continue track inside the CTZ.					
PIPER PA28	LYCOMING320 FAMILY	Climb to cruising level or altitude	Snitterfield	02/08/2012	201210463
Infringement of the Birmingham CTA (Class D) CTA-5 by an a/c squawking 0010 indicating 2800ft, North of Snitterfield. A/c identified via Wellesbourne ATC as a PA28. Standard separation maintained. Birmingham ATC made blind calls to the intruder to advise that Snitterfield was active and to keep look out for gliders and that base of CAS on their track was 2500ft. No replies received. Intruder continued on their track before leaving in the vicinity of Snitterfield. Pilot stated in their report that Wx had become cloudy and overcast and they inadvertently strayed North of their intended track. Pilot commented their flight planning had been poor due to their knowledge of the local area, and stated they would endeavour to make sure they improved their planning for any future flights.					

PIPER PA28	LYCOMING360 FAMILY	Climb to cruising level or altitude	Warrington	05/09/2012	201210886
<p>Infringement of the Manchester CTR (Class D) by a PA28 at 2600ft. Standard separation maintained.</p> <p>PA28 had called at Stoke routing to Blackpool and instructed to transit the low level route not above 1300ft. A/c had requested a Traffic Service but told there was no radar contact, Basic Service only and to report entering the low level route. A/c reported entering the LLR and appeared to be flying into the CTR so was given squawk 7350 for conspicuity and informed that he had entered the CTR NE of Winsford. Pilot was told to fly 30 or 40deg to the left to regain the LLR. Pilot later requested an update on his position and when over Warrington requested a QSY to Blackpool, instructed to squawk 7000 and QSY was approved. A/c was seen climbing through 1300ft and later seen to squawk 3642 as the a/c climbed up to 2600ft. Warton were informed who advised that the a/c had been instructed to descend to 1300ft and said that they would pass the information to Blackpool.</p>					
PIPER PA28	UNKNOWN	Cruise	Plymouth Danger Areas	26/07/2012	201210772
<p>Infringement of Plymouth Danger Areas EG D009, D009A, D003, D004 by a PA28 squawking 1740 indicating 2000ft. Standard separation maintained.</p> <p>A/c had been observed routing along the coast Eastbound and infringed D009. After contacting Newquay, Plymouth Mill were informed that the a/c had gone to London FIR. London Information were then contacted and asked to inform the a/c that they had infringed the Plymouth DAs. PA28 then vacated D009A but tracked back and entered D003 and D004 in the climb. A/c subsequently requested a clearance through from Western Radar, which was then given.</p>					
PIPER PA28	LYCOMING360 FAMILY	Initial climb	EGTC : Cranfield	22/09/2012	201211651
<p>PAN declared due to door latch not secured correctly and pilot unable to hear the radio due to wind noise. A/c returned.</p> <p>Door secured correctly and the a/c departed again.</p>					
PIPER PA28	LYCOMING360 FAMILY	En-route	EGPG : Cumbernauld	27/09/2012	201211826
<p>MAYDAY declared due to engine failure. A/c returned.</p> <p>Fuel problem: Engine cut out approximately 30mins into the flight, the engine was restarted and ran for 20secs before stopping again. Pilot switched fuel tanks and problem resolved. On landing the RH fuel tank was found to be empty. A/c had been refuelled and checked before flight.</p>					
PIPER PA28	LYCOMING320 FAMILY	Cruise	Doncaster Sheffield	27/09/2012	201211850
<p>Infringement of the Doncaster Sheffield CTA (Class D) by a PA28 at 2000ft. Standard separation maintained.</p> <p>Pilot believed he had remained clear of CAS.</p>					
PIPER PA28	LYCOMING360 FAMILY	En-route	EGBN : Nottingham	08/10/2012	201212249
<p>PAN declared due to rough running engine. A/c diverted.</p>					
PIPER PA28	UNKNOWN	Cruise	Doncaster Sheffield	14/10/2012	201212495
<p>Infringement of the Doncaster Sheffield CTR (Class D) by a PA28. Standard separation maintained.</p>					
PIPER PA28	LYCOMING540 FAMILY	En-route: Other	EGPK (PIK): GLASGOW PRESTWICK	22/09/2012	201211806
<p>Local standby initiated for a/c inbound with rough running engine.</p> <p>A/c landed safely.</p>					
PIPER PA28	LYCOMING320 FAMILY	Unknown	Southampton	30/10/2012	201213209
<p>Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 at 3000ft. Standard separation maintained.</p> <p>Initially unknown, the a/c had entered the CTA tracking SSW bound. Several blind calls had been made with no response. A/c turned Westbound leaving the CTA and descended to 2000ft before climbing back to 2500ft. Squawk subsequently changed to 7354 and a/c details were obtained from Boumemouth.</p>					
PIPER PA28	LYCOMING320 FAMILY	Landing roll - on runway	EGFF (CWL): Cardiff	05/11/2012	201213471
<p>A/c vacated runway onto grass following a suspected locked brake incident.</p> <p>Pilot elected to leave the runway as soon as practicable by steering onto the grass. No injuries or damage to the a/c. Emergency services attended and the a/c was then taxied off manoeuvring area.</p>					

PIPER PA28	LYCOMING360 FAMILY	Final approach	EGCJ : Sherburn-in-Elmet	03/11/2012	201213507
UK Reportable Accident: A/c landed in a field after suffering landing gear problems on approach. Two POB with minor injuries. A/c substantially damaged after hitting a hillock. Subject to AAIB AARF investigation.					
PIPER PA28	LYCOMING320 FAMILY	Climb to cruising level or altitude	Midhurst	07/11/2012	201213549
Infringement of the London TMA (Class A) by a PA28 squawking 0430 at 3000ft. Separation lost with HS125 inbound to Farnborough. STCA activated. ATC were unable to turn HS125 away from the PA28 due to conflicting traffic and the HS125 passed behind PA28.					
PIPER PA28	LYCOMING320 FAMILY	Cruise	Denham	11/11/2012	201213710
Infringement of the London CTR (Class A) by a PA28 at 1600ft resulting in a loss of separation against a departing EMB190. Heathrow departures stopped.					
PIPER PA28	LYCOMING320 FAMILY	Take-off	EGLK (BB8): Blackbushe	10/11/2012	201213724
PA28 at holding point A, allegedly crossed the stop bar and subsequently departed from R/W25 unannounced and without approval. Standard separation maintained. FISO commented that whilst they were speaking to another ATC unit via the landline, there had been numerous RT transmissions by flights, one of which was not answered. FISO subsequently conducted a radio check with the PA28, whilst the a/c was downwind, which proved positive both with the instructor and student.					
PIPER PA28	LYCOMING320 FAMILY	Cruise	EGPF (GLA): Glasgow	16/10/2012	201214374
Green laser attack.					
PIPER PA28	LYCOMING320 FAMILY	Standing	EGNR : Hawarden	25/11/2012	201214416
Nose wheel went into the grass and a/c became stuck. A/c was waiting at holding point prior to a VFR departure. Reported that the nose wheel had gone onto the grass. Emergency services attended to assist and once checked over by engineer a/c declared serviceable and subsequently departed.					
PIPER PA28	UNKNOWN	Cruise	Southend	07/09/2012	201211125
Infringement of the LTMA by a PA28 at 4000ft. Action taken by Southend ATC to descend a/c out of CAS. Pilot language issues. ATC workload was high and was increased by this event.					
PIPER PA28R	UNKNOWN	Cruise	SE of Southend	07/09/2012	201211124
Infringement of the LTMA by a formation of two PA28's at 4500ft SE of Southend. Appropriate action taken by Southend ATC.					
PIPER PA28RT	LYCOMING360 FAMILY	En-route	Hawarden	01/09/2012	201210454
Infringement of the Manchester TMA (Class A) by a PA28RT squawking 7000, indicating 3300ft. CAIT activated. A/c identified via Mode S. Standard separation maintained. MACC West/OM coordinator telephoned Liverpool APP controller, who confirmed they were expecting the a/c in approx 40mins. Liverpool APP made a call to the infringer and descended the a/c back outside of CAS. Pilot later telephoned to apologise, allegedly commenting that they had experienced some rough air and had no altitude control.					
PIPER PA31	LYCOMING540 FAMILY	En-route	EGMD (LYX): Lydd	06/10/2012	201212223
Loss of power in LH engine. Smoke observed from the exhaust. Engine cowlings were removed and the turbo charger impeller was found to have seized. The turbo charger assembly was removed and replaced with an overhauled unit and ground runs carried out successfully. A/c released to service.					

PIPER PA31	LYCOMING640 FAMILY	En-route	En route	24/08/2012	201212969
<p>Shortly after take-off both generators failed and avionics went dim. Flight continued to destination using battery power only. Normal landing carried out. Following failure of generators both alternators and battery master were switched off. On reselecting the battery, master power was restored. Selection of LH alternator reproduced failure and the RH alternator could be reset. It appeared that the LH alternator was causing problems and somehow caused a problem to the RH. As the a/c was now closer to destination flight was continued on battery power with all non essential services switched off. At time of reporting, engineering still investigating circumstances on incident.</p>					
PIPER PA31	UNKNOWN	En-route (Orbit)	United Kingdom	04/11/2012	201213396
<p>Loss of separation between a PA31 and an airliner inbound to Heathrow. PA31, calibrating ILS for RW09 at City Airport, allegedly made an orbit that Thames controller was not expecting, which brought the PA31 into conflict with the airliner on ILS for RW27R at Heathrow.</p>					
PIPER PA31	LYCOMING640 FAMILY	Initial climb	EGMD (LYX): Lydd	06/10/2012	201212387
<p>Smoke reported coming from LH engine. Smoke ceased after approx 30-45secs so flight continued. On landing smoke observed again from LH engine. A/c taxied to stand with fire services in attendance.</p>					
PIPER PA32	LYCOMING640 FAMILY	Approach	EGHH (BOH): Bournemouth/Hurn	19/10/2012	201212800
<p>A/c appeared to be unable to fly an ILS approach in poor weather. A/c had originally requested a VFR approach, however, the weather conditions deteriorated. Elected IFR with vectoring for an ILS approach. A/c seen to be flying erratically.</p>					
PIPER PA32	LYCOMING640 FAMILY	Cruise	DAYNE	13/11/2012	201213813
<p>Loss of separation between PA32 and an A320 at FL80. PA32 an overflight was routing TNT-POL at FL80 and coordinated with Manchester APC, who had elected not to work the traffic. A320 inbound had been released at FL90 RR against PA32 and transferred to NE sector. Both a/c had passed and going away from each other when A320 being worked by Manchester APC started descent before 5nm had been established.</p>					
PIPER PA32R	LYCOMING640 FAMILY	Approach	EGPC (WIC): Wick	24/10/2012	201212973
<p>A/c diverted due to undercarriage problems. Airfield declared full emergency.</p>					
PIPER PA32R	UNKNOWN	En-route	TIPIL to STAFA	07/11/2012	201213820
<p>Possible infringement of the Manchester CTA (Class D) by an a/c heading Southwest on a 6166 squawk. CAIT activated. Traffic info given. Standard separation maintained. The 6166 squawk was observed, with Mode C indicating 5600ft on a QNH of 1015, in the vicinity of TIPIL where the base of CAS is 5500ft. MACC telephoned Doncaster APP to ascertain actual level of a/c and were informed the a/c was at 5400ft. SE-T stopped a Manchester inbound at FL110 in reaction to the CAIT alert in order to maintain separation from the 6166 squawk. 6166 squawk then changed to 4551, with Mode C indicating 5400ft. CAIT deactivated.</p>					
PIPER PA38	LYCOMING235 FAMILY	Manoeuvring	EGPE (INV): Inverness	30/10/2012	201213363
<p>Loss of primary and secondary radar. Whilst PA38 was manoeuvring at 3500ft, both the primary and secondary labels were observed to disappear from the radar display. Several calls were made to PA38 to ascertain position and level. 4mins after radar contact was lost a return appeared approx 5nm West of the last observed position of the a/c, this return was subsequently identified as the PA38.</p>					
PIPER PA38	UNKNOWN	Landing	Other	03/11/2012	201213605
<p>UK Reportable Accident. A/c flipped over on landing and came to rest inverted. One POB no injuries. Subject to AAIB AARF investigation.</p>					
PIPER PA38	LYCOMING235 FAMILY	En-route: Other	Glasgow	28/11/2012	201214429
<p>Infringement of the Glasgow CTR (Class D) by a PA38 squawking 7000. Instructor with student on a 30min trial lesson. PA38 had intended to fly over Ballin and skirt around the northern border of the CTR remaining outside CAS. Instructor had elected to not contact Glasgow for such a short period of time before returning to Cumbernauld.</p>					

PIPER PA38	LYCOMING235 FAMILY	Cruise	Denham	03/08/2012	201210572
Infringement of the London CTR (Class A) by a PA38 at 2400ft. Heathrow departures stopped. Traffic info given. CFI alerted and appropriate action taken/advice given to the student involved.					
RAYTHEON 390	WILLIAMSJ44	Climb into traffic pattern	EHBK (MST): Maastricht/Maastricht Aachen	25/11/2012	201214351
During climb on attempting to raise landing gear the handle would not move. Manual release used to override the handle's built in solenoid. Gear retracted normally. Whilst performing after take-off checklist it was noted that the flaps had been left at 10 with the speed above 200kts limit. Flaps retracted normally. On extension of flaps and landing gear, all operated normally. Reporter does raise the possibility that the error in not raising flaps could have been the result of fatigue due to a long duty day involving split duty.					
ROBINSON R22	LYCOMING360 FAMILY	Circuit pattern - downwind	EGBJ (GLO): Gloucestershire	06/09/2012	201210708
R22 flying RH circuits East of RW36 instructed and read back to remain South of RW27 due PA28 at 3nm final. R44 subsequently crossed RW27 northbound whilst PA28 at 1.5nm. R22 informed of his error and instructed to remain North of RW27. Pilot apologised and the PA28 landed without further incident.					
RUTAN LONGEZ	LYCOMING	Landing	Benson	23/08/2012	201213829
LongEZ landed without clearance and whilst runway was occupied by a landed Gyrocopter back tracking to vacate runway. A/c subsequently called Ground advising that he had vacated the runway and requested taxi instructions. The a/c had not spoken to ADC at any point. Incident occurred during a busy wave of arrivals for a families day.					
SCOTTISH AVIATION BULLDOG	LYCOMING380 FAMILY	Initial climb	EGBP : KEMBLE	30/10/2012	201213722
Erroneous roll indication. Primary artificial horizon showed an erroneous attitude in roll following a balanced climbing right turn on two separate occasions.					
SLINGSBY T67	LYCOMING320 FAMILY	Cruise	Fairoaks	23/11/2012	201214154
Infringement of the London CTR (Class A) by a Slingsby T67 squawking 7000 indicating 2500ft. Heathrow departures stopped. Traffic info given. Standard separation maintained.					
SOCATA TB10	LYCOMING360 FAMILY	Cruise	HON	05/09/2012	201210710
Infringement of the Birmingham CTR (Class D) by a TB10 at 2000ft. Traffic info given. Standard separation maintained. The pilot on a NAVEX eventually called stating that he was unsure of his position. He had turned away from Birmingham when he sighted the airport. Appropriate and comprehensive advice was passed to the pilot on a subsequent phone call.					
SOCATA TB20	LYCOMING640 FAMILY	Emergency descent en-route	En route	09/10/2012	201212475
A/c diverted due to engine trouble. Full emergency declared at the airfield and the a/c landed safely. After conducting power checks, the a/c departed.					
SOLAR WINGS PEGASUS QUASAR	BOMBARDIER ROTAX 503	Taxi to runway	EGUY : Wyton	10/10/2012	201214410
Runway incursion by a Pegasus Quasar. Pilot offered R/W15 whilst R/W08 was runway in use and instructed to hold at B. Whilst a/c was taxiing, QFE for R/W08 was passed, however, the pilot replied that he was proceeding to R/W08. A/c proceeded across holding point B and entered R/W15 heading North towards R/W08, which was in use for a military helicopter in the circuit. A/c instructed to stop, which was complied with. A/c was instructed to make a 180deg turn and head southbound back down R/W15, which was acknowledged, however, the a/c advanced towards R/W08. A further instruction was issued to make a 180deg turn, which was then complied with. Controller cleared a/c for take-off once he was satisfied that further instructions had been understood.					

STODDARD HAMILTON GLASAIR	LYCOMING540 FAMILY	Manoeuvring: Other	Birmingham	18/10/2012	201212753
Infringement of the Birmingham CTA-2 (Class D) and Daventry CTA (Class A) by a Glasair at FL105. Check all imposed. Pilot contacted ATC after landing and apologised for his error. A/c on an airtest and a powered climb. Pilot flying with reference to the surface and believes a strong westerly wind caused the a/c to drift East. Pilot misidentified Stratford as Worcester. Pilot advised of listening squawk 0010.					
SUPERMARINE SPITFIRE	ROLLS-ROYCEV1650 (MERLIN)	En-route	BKY	08/09/2012	201210850
Infringement of the Stansted TMZ (Class G) by a Spitfire squawking 7000 with no Mode C. Traffic info and avoiding action given to an inbound MD11. Pilot has been fully debriefed on this incident.					
TITAN T61	UNKNOWN	Landing	EOBW : Wellesbourne mountford	30/10/2012	201213248
UK Reportable Accident. Throttle jammed, landing gear would not deploy. Wheels up landing. Two POB no injuries. Subject to AAIB AARF investigation.					
VANS RV6	LYCOMING320 FAMILY	Aircraft repair	Oaklands Airfield	12/11/2012	201213764
Incorrect main bearings fitted to engine. On investigation of sudden stoppage of propeller, the engine was dismantled and incorrect bearings were found.					
VANS RV7		En-route	Southampton	18/09/2012	201211292
Infringement of the Solent CTA (Class D) by a RV7 squawking 7000 at 3400ft. Standard separation maintained. Blind call was made no response. Once a/c had left CAS it squawked 0430 and details were confirmed by Farnborough.					
VANS RV7	LYCOMING360 FAMILY	Taxi from runway	Southampton	13/11/2012	201213919
Vans RV-7 diverting due to poor weather was given ATC and Aerodrome assistance to land at Southampton. Pilot did not have an instrument rating. Pilot apologised. On landing Vans RV-7 subsequently vacated runway at B1 and turned left instead of right as instructed and came into conflict with a DHC8 under the control of engineers about to complete a ground engine run. Airside Ops vehicle dispatched to assist and escort a/c to Stand 13.					
ZENAIR CH601	LYCOMING235 FAMILY	Landing roll	Croft Farm	29/09/2012	201213917
UK Reportable Accident: Rudder bar snapped after landing roll and a/c made a 180deg turn. One POB, no injuries. Subject to AAIB AARF investigation.					

ROTARY WING AIRCRAFT

AEROSPATIALE AS350	UNKNOWN	Cruise	EGOS : Shawbury	18/10/2012	201212760
Noise originating from behind cabin thought to be related to bleed valve opening and closing. PAN declared, a/c returned. Engineering inspection unable to reveal cause of noise. Engine runs failed to replicate fault.					
AEROSPATIALE AS355	UNKNOWN	Cruise	Shoreham	18/09/2012	201211358
Infringement of the Shoreham ATZ (Class G) East to West by an AS355N at approximately 700ft. A/c transited through the climb out of RW 20/25 with no RT comms. A second incident occurred in the afternoon when the helicopter transited through the overhead of the ATZ without clearance.					
AEROSPATIALE AS355	ALLISON USA250 FAMILY	Standing	EGBO : WOLVERHAMPTON	19/11/2012	201214119
Fuel flow control lever (FFCL) failure. The lever broke off in the pilot's hand during full and free check before start-up.					
AEROSPATIALE AS355	UNKNOWN	Vertical take-off	EGGW (LTN): London/Luton	27/11/2012	201214398
AS355 holding at C1 issued with an amended departure clearance. A/c subsequently crossed the red stop bar at C1 and departed crossing RW06, without a take-off clearance. Controller did not use correct phraseology when amending the departure clearance. Appropriate ATC unit action taken.					
AEROSPATIALE AS365	TURBOMECA, FRANCE	Cruise	En route	16/10/2012	201212599
In cruise at 1500ft, loud bang heard and RH forward door frame distorted and perspex window had shattered. PAN declared. Door found to be still closed and locked with lock bolts still in place. Frame distorted by 45deg.					
AEROSPATIALE SA365	TURBOMECA, FRANCEARRIEL	Aircraft repair	Braganstown, Ireland	26/09/2012	201211643
Post engine maintenance excessive oil consumption. Engine module 5 replaced. Excessive oil consumption seen following 4-5hrs. Following investigation, oil transfer 'O' ring found to have been cut during installation.					
AEROSPATIALE SA365	TURBOMECA, FRANCEARRIEL	Approach	EGNM (LBA): LEEDS BRADFORD	14/10/2012	201214230
Green laser attack.					
AEROSPATIALE SA365	TURBOMECA, FRANCEARRIEL	Landing - Other	Marden	02/11/2012	201214397
A/c inadvertently landed at incorrect location. Downwash reportedly caused minor injury and some third party property damage. Three POB, no injuries. One person on the ground (Infant) reported to have suffered a small bump on the head.					
AGUSTA A109	PRATT & WHITNEY (CANADA)PW200 FAMILY	Approach : Other	EGSS (STN): London/Stansted	25/05/2012	201210560
A109 operating SVFR notified to AIR by FIN, however, no further coordination took place with AIR having not visually identified the a/c. Investigation concluded that the oncoming AIR controller believed that visual identification of the a/c was required, which is not the case when there are no other IFR/SVFR flights operating in the CTR. However, some confusion did arise for the oncoming AIR controller when the outgoing AIR controller selected the FDE for another inbound and placed it in the arrivals panel for EPPS. Appropriate ATC unit action taken.					

AGUSTA A109	PRATT & WHITNEY (CANADA)PW200 FAMILY	Cruise	Ceprano	08/11/2012	201213788
Emergency landing in a field due to loss of main transmission oil pressure in flight. Engineers attended the a/c and found the oil cooler pipe had cracked and the oil had leaked out. This pipe had been installed for less than a month and had only completed 58.7hrs. The previous pipe that it had replaced had also failed after only 29.9hrs since installation. Manufacturer investigation ongoing					
AGUSTA A109	PRATT & WHITNEY (CANADA)PW200 FAMILY	Taxi from runway	EGBT : Turweston	18/11/2012	201214064
Tail rotor struck by signboard. As a/c taxied past the hold point 'B' signage, a minor airframe disturbance was felt, but there were no adverse effect on a/c controls. After landing, visual inspection showed minor damage on the trailing edge of the tail rotor. The hold point 'B' signage was found approximately 5ft from its normal position. It had been uprooted and was damaged. A witness had seen the sign flying through the air but had not seen it contact the a/c. There is some doubt as to whether the signage was secure in the ground.					
AGUSTA A109	PRATT & WHITNEY (CANADA)PW200 FAMILY	Other	Stansted	05/10/2012	201212177
Overdue maintenance tasks due to incorrect tracking in system. Two main rotor dampers were installed on different dates, therefore the overhaul intervals occur at different times. Both missed their 600hr overhaul due to incorrect tracking. The dampers have been replaced and the tracking has been revised so that each one is individually monitored and its overhaul due date will show from the date of installation, thereby mitigating the risk of recurrence of an over run.					
AGUSTA BELL AB139	PRATT & WHITNEY (CANADA)PT-6 FAMILY	En-route	North Denes	16/11/2012	201213905
UK AIRPROX 2012/164 - Agusta AW139 and C150 at 1500ft, flying South to North, 9nm NNW of North Denes.					
BELL 206	ALLISON USA250 FAMILY	Cruise	SW Dover Grid 286392	26/07/2012	201213721
Rear LH door opened in flight and was unable to be closed. A/c landed in a field, secured door and continued with flight.					
BOLKOW BO105	ALLISON USA250 FAMILY	Standing : Rotors turning	Staverton	22/09/2012	201211526
Nr2 engine throttle lever fire button illuminated. Both engines shut down and fire services confirmed that no signs of fire were evident. Engineering assistance requested. Engine cowling was removed and the nr2 engine fire warning system examined. The engine aft fire detector conductor ring terminal was found to have snapped off and the hanging conductor was making contact and completing the circuit bringing the warning light on. New ring terminal fitted, system tested and found serviceable. A/c returned to service.					
BOLKOW BO105	ALLISON USA250 FAMILY	Cruise	En route	28/09/2012	201211977
A/c returned due to high nr2 engine oil temperature indication. Nr2 engine oil temperature went to full scale deflection, oil pressure normal. A/c returned for engineering assistance and patient transferred to hospital by road. Engineers report confirmed no defect with oil level or cooling system but electrical cable found disconnected at plug on temperature sensor. Cable re-connected, tested and a/c returned to service.					
BOLKOW BO105	ALLISON USA250 FAMILY	Cruise	Craven Arms	19/10/2012	201212796
PAN declared and a/c made a precautionary landing in a field following vibration and undamped oscillation in roll. During test flight, as nr2 engine was being slowly retarded to test nr1 engine, a pronounced oscillation began in the roll axis which soon became quite a violent action. The movement reduced as nr2 engine lever was returned to flight position. A PAN was declared and pilot decided to land as soon as possible. ATC advised pilot to squawk 7700 and D&D were informed. A/c landed safely without further incident and engineering assistance was requested. The engineer's report stated that a rupture had been found in the compressor bleed valve sealing gasket in nr1 engine. Minor impact damage was found on the rotor and stator blades close to the compressor outer casing. Additionally, a build-up of compacted grass and leaves were found in the compressor diffusers in both engines.					

EUROCOPTER EC135	PRATT & WHITNEY (CANADA)PW200 FAMILY	En-route	St Asaph, North Wales	09/10/2012	201212282
<p>'AP A Trim' warning received. A/c returned. Display indicated Auto Pilot, AP select switch indicated 'Off' and PFD AFCS strip 'Immediate Corrective Action' displaying 'degraded reliability of displayed AFCS data'. Autopilot module replaced.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCEARRIUS	Standing : Engine(s) Start-up	Other	14/10/2012	201212558
<p>XMSN chip caution illuminated following engine start. A/c shutdown awaiting engineering inspection. Magnetic Chip Detector (MCD) debris removed and sent for analysis. MCD refilled. Oil filter removed and sent for examination. New filter element fitted. Debris analysis confirmed as build debris. Ground runs carried out and no further indications. A/c released to service.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCEARRIUS	Cruise	En route	18/10/2012	201212668
<p>Damage to both engine compressors found following engine trend check results. During a routine flight the engine trend check was performed. Upon return, the values input to the analysis tool revealed a marked drop in the engines' performance. Engineers carried out an investigation which found damage to the compressor blades on both engines. Damage reportedly caused by the use of a work-around procedure for fresh water compressor washing.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCEARRIUS	Vertical landing	EGHN : ISLE OF WIGHT/SANDOWN	18/10/2012	201212751
<p>MMI exceedance on sloping ground. Warning sounded and a/c shut down and engineering assistance sought. MMI exceedance confirmed and inspections carried out in AMM but no defects found. A/c returned to service.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCEARRIUS	Standing : Engine(s) Not Operating	EGPE (INV): Inverness	17/10/2012	201212887
<p>Fuel leak observed during post flight inspection in nr2 engine compartment. Engineering assistance requested. Adjusted fuel valve found to be leaking. Valve replaced, ground run and air test carried out. A/c released to service.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCEARRIUS	Scheduled maintenance	Oxford/Kidlington	22/10/2012	201212894
<p>A/c operated beyond manufacturer's recommended 400hr inspection. A/c was at maintenance base undergoing 800hr/3 year and Annual inspection. Due to an omission during maintenance planning stages, 400hr intermediate inspection worksheets had been excluded and a/c had operated 32hr15mins beyond the manufacturer's recommended time. Additional training for Planning staff is suggested, with references linking the 400hr and 800hr inspection and the fact that the work pack has a signature block to confirm worksheets are present.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCEARRIUS	Initial climb	EGNO : Warton	23/10/2012	201212942
<p>A/c returned following birdstrike on climb out. A hefty thud was felt through the airframe. No handling difficulties were experienced but the flight was aborted and the a/c returned to base. Evidence of bird remains found on the underside of one of the main rotor blades.</p>					
EUROCOPTER EC135	PRATT & WHITNEY (CANADA)PW200 FAMILY	Cruise	Birmingham	29/09/2012	201213368
<p>EC135 on operational duties from 2300hrs-0050hrs reported four separate laser illuminations in the Birmingham area.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCEARRIUS	Cruise	Radstock	03/10/2012	201213683
<p>EC135 on operational duties at 1000ft, targeted by a laser. Perpetrator arrested.</p>					

EUROCOPTER EC135	TURBOMECA, FRANCEARRIUS	En-route : Other	EGPF (GLA): Glasgow	10/11/2012	201213698
<p>EC135 crossed RWY23 approach without clearance from ATC. Traffic info given. Standard separation maintained.</p> <p>EC135 had requested to operate at Milngavie (North East of the airfield). B757 at 7nm final RWY23, therefore EC135 was held South of the approach. EC135 given traffic info on the B757 and another inbound at 18nm. EC135 instructed to report visual with the B757 and operate at Milngavie in the gap. EC135 subsequently crossed the approach whilst the B757 was at 5nm. B757 reported receiving a TCAS. Investigations indicate a loss of situational awareness by pilot due to over focussing on the operational task. The pilot accepted full responsibility and discussed this with ATC and his company Head of Flight Operations. Company carried out an investigation under their SMS and following discussions with ATC and pilot in question, the incident was closed.</p>					
EUROCOPTER EC135	UNKNOWN	Other	Staverton	15/11/2012	201213934
<p>Mechanical damage found to new main rotor blade (MRB) damper.</p> <p>New MRB procured. On arrival, the dampers were removed and inspected. One damper was found with damage which exceeds the limits, as specified in AMM, and is therefore unserviceable. Supplier informed.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCEARRIUS	Standing : Other	EGCB : Manchester/Barton	20/11/2012	201214125
<p>Engine oil filter by-pass indicator found to be protruding during post flight inspection.</p> <p>No advisory captions had been seen during the day's flying. Engineers inspection found no debris in the oil filter or bowl, on either MCD and no carbon deposits in the strainers. By-pass indicator reset and ground runs carried out. A/c returned to service.</p>					
EUROCOPTER EC135	PRATT & WHITNEY (CANADA)PW200 FAMILY	Cruise	Willenhall	12/10/2012	201214247
<p>Green laser attack.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCEARRIUS	Hovering	Basildon	12/10/2012	201214248
<p>Green laser attack.</p>					
EUROCOPTER EC155	UNKNOWN	En-route	Burnham	26/06/2012	201207592
<p>EC155 targeted by a green laser. Police informed.</p>					
EUROCOPTER EC155	TURBOMECA, FRANCEARRIEL	En-route	100m E Queensbury Park	07/11/2012	201213879
<p>En-route EC155 targeted by a laser emanating from the South, pointing North.</p>					
HUGHES 369	ALLISON USA250 FAMILY	Cruise	Manchester	29/11/2012	201214473
<p>Infringement of the Manchester CTR (Class D) by a Hughes 369 at 1600ft. Standard separation maintained.</p> <p>A departure on a HON1R SID given a runway heading to maintain separation.</p>					
LET L410	UNKNOWN	Taxi to runway	Blackpool	18/10/2012	201213127
<p>L410 told to taxi to holding point A1 via Taxiway A continued past holding point. A/c was instructed to hold position and stopped immediately no more than 2m across the holding point line marking.</p> <p>SA365 on very short final for RW13 elected to continue and landed well clear of the holding point entrance. Traffic info given.</p>					
MBB BK117	TURBOMECA, FRANCEARRIEL	Scheduled maintenance	Belfast Aldergrove Hangar (EGAA BFS)	07/11/2012	201213766
<p>Whilst conducting the pre-flight inspection for first flight of the day, the pilot noted excessive wear of the tail rotor trunnion bolt.</p> <p>A identical incident had occurred on 20 Aug 2012 with similar evidence reported. Investigation under 201209947.</p>					

MBB BK117	TURBOMECA, FRANCEARRIEL	Cruise	Approach path Biggin Hill R/W21	07/10/2012	201213918
BK117 on operational duties in the Bromley area, was targeted by a green laser. Perpetrator arrested.					
MBB BK117	TURBOMECA, FRANCEARRIEL	Cruise	Beckenham	10/10/2012	201214227
Green laser attack.					
MD HELICOPTER 902	PRATT & WHITNEY (CANADA)PW200 FAMILY	Standing	EGXW (WTN): Waddington	20/10/2012	201212990
Cabin door handle became detached. RH cabin door was opened prior to end of duty checks. Approx 2mins later a loud thud was heard. On investigation part of the door handle was found on the step next to the cabin door. Engineering assistance requested.					
MD HELICOPTER MD900	UNKNOWN	Hovering	Leeds	06/09/2012	201210092
MD902 on operational duties over the Harehills area of Leeds, targeted multiple times by a powerful blue laser from a residential back garden. The perpetrator was arrested. Pilot and rear seat observer suffered minor eye discomfort, but no lasting damage to eyesight.					
MD HELICOPTER MD900	PRATT & WHITNEY (CANADA)PW200 FAMILY	En-route	Devizes	02/10/2012	201212137
LH windscreen pantograph arm became partially detached during flight. Precautionary landing was safely made to a clear area. On inspection it was noted that the bolt, washer and locking wire were all missing from the lower wiper plate. No damage found. After consultation with an engineer the wiper pantograph arm was removed and the circuit breaker was pulled. A/c returned to base and replacement bolt and washers fitted. Tech Log entry made. Reporter suggests a wire lockable headed bolt would prevent future occurrences of this type.					
MD HELICOPTER MD900	PRATT & WHITNEY (CANADA)PW200 FAMILY	En-route	En route	02/10/2012	201212138
Fuel fumes in cabin and fuel seen dripping from aft cabin door. Engineering investigations found the 'O' ring for the supplemental fuel tank upper access cover missing and subsequently found it within the fuel tank. 'O' ring for the auxiliary fuel tank vent system connection also missing but not found. Records reveal that no work on this part of a/c has been undertaken by current owner/operator. Fuel leak had not occurred before as auxiliary fuel tank had not been filled to maximum capacity. Previous owner has been alerted to enable a complete check of maintenance records.					
MD HELICOPTER MD900	UNKNOWN	En-route	Wakefield	08/10/2012	201214131
En Route back to base 1500ft, MD902 targeted by a bright green laser from the doorway of a residential property. Perpetrator Arrested.					
MD HELICOPTER MD900	PRATT & WHITNEY (CANADA)PW200 FAMILY	Hovering	Wigan	14/11/2012	201214249
Green laser attack.					

MD HELICOPTER MD900	PRATT & WHITNEY (CANADA)PW200 FAMILY	Initial Approach	EGSR : Earls Colne	11/11/2012	201214331
<p>'Check NOTAR Balance' warning on the IIDS.</p> <p>Airspeed reduced to below 100kts and a/c landed iaw FRCs. After landing, two NOTAR balance checks were completed with readings of 0.59 and 0.58 A/c shut down and engineering informed. Investigation found six NOTAR fan blades with small nicks to the trailing edges. A screw was found to be missing from the upper fan diffuser. Suspect that the screw thread was damaged on installation (Aug 2012) and had since fallen out. Damaged blades replaced and fan refitted. All other screws inspected with no faults found.</p>					
ROBINSON R22	LYCOMING360 FAMILY	Circuit pattern - downwind	EGBJ (GLO): Gloucestershire	08/09/2012	201210708
<p>R22 flying RH circuits East of RW36 instructed and read back to remain South of RW27 due PA28 at 3nm final. R44 subsequently crossed RW27 northbound whilst PA28 at 1.5nm.</p> <p>R22 informed of his error and instructed to remain North of RW27. Pilot apologised and the PA28 landed without further incident.</p>					
ROBINSON R44	LYCOMING540 FAMILY	Cruise	Southampton	27/10/2012	201213098
<p>Infringement of the Solent CTA (Class D) by an R44 at 1900ft. Standard separation maintained.</p>					
ROBINSON R44	LYCOMING540 FAMILY	En-route	En route	15/10/2012	201213099
<p>At 500ft on survey task clutch warning light illuminated. C/B pulled and a/c made precautionary landing in a field.</p>					
ROBINSON R44	LYCOMING540 FAMILY	Vertical take-off	EGBJ (GLO): Gloucestershire	09/11/2012	201213681
<p>UK AIRPROX 2012/161 - R44 and a Bo105 300ft overhead Gloucestershire Airport.</p> <p>R44 allegedly took off without clearance to do so in conflict with the Bo105 in the circuit on finals. Bo105 initiated avoiding action.</p>					
ROBINSON R44	UNKNOWN	Cruise	Temhill	13/11/2012	201213825
<p>UK AIRPROX 2012/163 - R44 and a military helicopter at 500ft in the Temhill ATZ.</p>					
SIKORSKY S76	TURBOMECA, FRANCEARRIEL	Intermediate approach	Chelsea	04/10/2012	201212440
<p>Precautionary landing made following nr2 engine chip caution.</p> <p>The chip light came on twice and was cleared after fuzz burning. A/c landed after third occurrence. Engineers cleaned mag plug and replaced filter, sample sent for analysis. Advised to ground a/c and replace engine with suspected deterioration of module 03 rear bearing cage. Engine recently installed and has flown 29.48hrs.</p>					
SIKORSKY S76	TURBOMECA, FRANCEARRIEL	Normal descent	Southampton	06/11/2012	201213482
<p>Infringement of the Solent CTA (Class D) by an S76 squawking 2650. Traffic info given. Separation lost with outbound F900.</p> <p>S76 pilot believed that Boscombe had coordinated with Solent which they had not and S76 was instructed to remain outside CAS. Crew advised that they had been given a rapid descent by Boscombe prior to them leaving the frequency.</p>					
SIKORSKY S76	TURBOMECA, FRANCEARRIEL	Cruise	United Kingdom	08/11/2012	201213616
<p>S76 in cruise at 2500ft received/compiled with TCAS RA to climb against an EC155. TCAS indicated contact as 400ft beneath. ATC had advised S76 of an EC155 which was 500ft beneath at 2000ft on a reciprocal heading.</p>					

OTHER

AMS	UNKNOWN	En-route	Sutton Bank Airfield	23/11/2012	201214321
UK Reportable Accident. Heavy landing. One POB no injuries. Crack found in tailboom. Investigation delegated to BGA.					
GROB G102	OTHER (Not Applicable)	Landing	Sutton Bank Airfield, Yorkshire	28/10/2012	201213194
UK Reportable Accident. Glider got low on ridge, attempted a field landing but broke up on touchdown. One POB no injuries, A/c substantial damage. Investigation delegated to BGA. Feedback from the BGA declares that this was an 'unregulated flying incident'. Furthermore, the BGA state that the pilot made several serious errors. No technical implications indicated in this incident.					
PZL BIELSKO SZD50	OTHER (Not Applicable)	En-route - Other	Camphill	06/09/2012	201214304
UK Reportable Accident. Recovering from spiral dive airbrakes opened, LH airbrake would not fully retract. Two POB no injuries. Investigation delegated to BGA.					

ABBREVIATIONS

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

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

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Dec 2012 and 31 Dec 2012

FIXED WING AIRCRAFT

ALPHA R2160	LYCOMING 320 FAMILY	Scheduled maintenance	Staverton	07/12/2012	201214744
Severe corrosion found on spar cap. During inspection law EASA AD DCAVR2000/37A, severe corrosion was found necessitating the replacement of spar cap.					
AUSTER	BRISTOL GIPSY MAJOR	En-route	En route	14/02/2010	201014565
In-flight engine failure, a/c returned. Five minutes after take-off and at 1200ft, engine failed, MAYDAY declared and a/c returned for a forced landing. On checking engine it was discovered that an exhaust valve was broken. Owner advised that this type of valve is not approved for this engine type with a bronze cylinder head.					
AVIONS ROBIN HR200	LYCOMING 235 FAMILY	En-route	Weatherfield	29/09/2012	201211816
Infringement of the Stansted CTA (Class D) by a HR200 squawking 7000 at 2400ft. Traffic info given. Six inbound flights delayed. A/c was piloted by a student undertaking a solo cross-country exercise who had become disorientated from heading into sun and subsequently misidentified Gosfield disused airfield as Earls Colne. The investigation has confirmed that the pilot did eventually contact O&D for navigational assistance (PAN) but this occurred after the a/c had been inside CAS for 18mins. The CFI of the flying club has been alerted and appropriate remedial action has been taken.					
BEECH 200	UNKNOWN	En-route	Hazel	27/09/2012	201211816
Loss of pressurisation. A/c returned as a precautionary measure. Pilot reported loss of pressurisation at FL230 and requested an immediate descent followed by return to destination.					
BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Cruise	En route	18/11/2012	201214595
A/c diverted due to engine/fuel problems. Indications of fluctuating fuel flow followed by loss of engine power on LH engine. Requested diversion from ATC and both powers reduced for descent. No further engine problems encountered during descent and a/c landed safely.					
BEECH 33	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Climb to cruising level or altitude	North Weald	03/10/2012	201212077
Infringement of the Stansted CTA (Class D) by a BE33 squawking 5031 at 1800ft. The a/c flew consistently under the CTA at 1200-1300ft before climbing to 1800ft, just on the CTA boundary. No further follow up is considered necessary.					

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

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Dec 2012 and 31 Dec 2012

BEECH 90	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Initial climb	EGGD (BRS): Bristol/Lulsgate	01/11/2012	201213465
<p>Airspeed indicator's displaying erroneous readings. Both Captain and First Officer's ASI were seen to be dropping into the white arc. All other indications were checked and considered normal. Autopilot was disengaged and airspeed continued to decay at a slowly increasing rate until both sides displaying zero. Suspecting a static system blockage PF and PM selected 'Alternate Static'. Immediately both altimeters indicated a rapid climb and airspeed indications returned to normal for the current power and altitude settings.</p>					
BEECH 90	UNKNOWN	Push-back/tow	Oxford	28/11/2012	201214493
<p>Unauthorised towing movement on apron. No request made to ATC for the tow. Reporter states that this is a recurring problem at this airfield.</p>					
BEECH 90	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Final approach	EGAA (BFS): Belfast/Alder Grove	12/12/2012	201214946
<p>UK Serious Incident: A/c at 1000ft on approach 6.5nm from touchdown. A/c dropped below recommended glide path. Two POB no injuries. Subject to AAIB AARF investigation. ATC made a/c made aware of deviation from 3deg glide path. A/c regained glide path and continued with approach and landing.</p>					
BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Normal descent	En route	03/11/2012	201213413
<p>Lightning strike during descent. GPS positioning system temporarily failed. A/c inspection revealed a small hole on the tip of the nose cone.</p>					
CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	En-route	EGNJ (HUY): Humberside	28/10/2012	201213178
<p>A/c returned due to radio failure. Transmit button stuck and blocking frequency. Other a/c transferred to alternate frequency. A/c squawked 7600 and blind transmissions were given. D&D informed, a/c landed safely.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Cruise	Doncaster	08/09/2012	201211621
<p>Alleged infringement of the Doncaster CTA (Class D) by a C152 squawking 3603 at 2300ft in receipt of a Basic Service. Waddington had been informed by Doncaster Radar of the alleged infringement which had resulted in a delay for a Doncaster departure.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Change of cruise level	Stansted	02/11/2012	201213384
<p>Infringement of the Stansted CTA (Class D) by a C152 squawking 7000 indicating an altitude of 2400ft. Callsign confirmed with Mode S. CAIT activated. Blind calls were made on the Essex and Luton frequencies without success. A/c climbed to 2600ft before Southbound, descending and leaving CAS. A/c was on a general handling flight with an instructor on board.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Cruise	Birmingham	02/12/2012	201214580
<p>Infringement of the Birmingham CTR (Class D) by a C152 at 1800ft. Separation lost against an inbound B777. Traffic info given. A/c operated by a solo student and was initially observed to have been an RT fail. A/c identified via coordination with D&D, who had previously been in contact with the a/c. RT contact eventually established and a/c handed over to Coventry ATC. Reporter states that there were issues with the pilot's language proficiency over the RT.</p>					
CESSNA 152	UNKNOWN	Scheduled maintenance	Unknown	01/12/2012	201214631
<p>Elevator outer control bearings seizure due to insufficient lubrication. Reporter holds this up as an example of his concerns about declining standards of maintenance, stating that the fault lies not with the engineers but is due to Part M responsibilities for light a/c being implemented and the lack of information forthcoming from the type certificate holder.</p>					

OCCURENCE LISTING

Aircraft Below 5700kg

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CESSNA 172	LYCOMING 320 FAMILY	Climb to cruising level or altitude	Puckeridge	03/10/2012	201212075
Infringement of the Stansted CTA (Class D) by a C172 at 1800ft. The a/c had an operating Mode C transponder and was in contact with Farnborough LARS. For one radar sweep the Mode C indicated 1800ft.					
CESSNA 172	LYCOMING 320 FAMILY	Cruise	Ware VRP	28/10/2012	201213094
Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 at 2400ft. A/c confirmed with Mode S. Standard separation maintained. The investigation has revealed that the a/c entered the CTA by approx 0.5nm before commencing an immediate 180deg turn to exit and that no further action is required.					
CESSNA 172	LYCOMING 360 FAMILY	Cruise	EGSS (STN): London/Stansted	01/12/2012	201214821
Infringement of the Stansted CTA (Class D) by a C172 at 3000ft squawking 7000. Several blind transmissions made with no response. Separation lost against an inbound B737. Traffic info given. The aero club concerned has been contacted by ATC and appropriate action is being taken as a result of this infringement.					
CESSNA 172	LYCOMING 360 FAMILY	Cruise	Birmingham	04/12/2012	201214662
Infringement of the Birmingham CTA-5 (Class D) by a C172 at 3000ft squawking 7000. Blind calls made with no response. Standard separation maintained. Pilot subsequently called ATC informing the controller that he believed he had infringed CAS.					
CESSNA 172	LYCOMING 320 FAMILY	Cruise	Stansted	02/12/2012	201214664
Infringement of the Stansted CTR (Class D) by a C172 at 2300ft tracking towards the RW22 climb out. Check all imposed. Two departures held and another a/c broken off the approach. Separation lost with departing B737. Appropriate action is being taken as a result of this incident.					
CESSNA 172	LYCOMING 320 FAMILY	Level off-touchdown	EGSQ : Stapleford	16/12/2012	201215266
UK Reportable Accident: After several go-arounds due to landing gear malfunctioning, the a/c made a wheels-up landing. Two POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.					
CESSNA 182	LYCOMING 540 FAMILY	Cruise	Exeter	13/10/2012	201212472
Infringement of Airway N864 by a C182 squawking 7000 at FL78. Standard separation maintained. Telephone call was made to Exeter who confirmed that they were not working the a/c but believed it had departed from Dunkeswell. Shortly afterwards the squawk was seen to change to a London FIR squawk 1177 and identified. FIR were requested to pass a message to the pilot to telephone Cardiff upon his arrival at Haverfordwest.					
CESSNA 182	LYCOMING 540 FAMILY	Level off-touchdown	EGPN (DND): Dundee (Riverside Park)	18/12/2012	201216223
UK Reportable Accident: Nose wheel collapsed on landing. One POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.					
CESSNA 320 (D)	CONTINENTAL (TELEDYNE) USA 470 FAMILY	En-route	En route	22/05/2012	201214733
A/c observed by ATC at FL201 with speed of 65kts. Checked with GS N, a/c showing on their radar at 4200ft. Transponder fault suspected.					
CESSNA 406	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Intermediate approach	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	27/09/2012	201216308
Landing gear control C/B tripped and 'unsafe' indication given. Go-around carried out and C/B reset but tripped again when gear 'down' selected. ATC informed, emergency extension used and a/c landed safely.					

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Dec 2012 and 31 Dec 2012

CESSNA 825	UNKNOWN	Manoeuvring: Other	OXFORD	06/12/2012	201214750
Unauthorised towing of a C525. No requests had been made to ATC for permission to tow. See also 201214493, 201214494, 201214761, 201214387.					
CESSNA 525	WILLIAMS FJ44	Assisted, Engine(s) Not Operating	Oxford	06/12/2012	201214761
Unauthorised towing of a C525. ATC had not been contacted prior to movement and no permission had been granted. See also 201214493, 201214494, 201214750.					
CIRRUS SR20	CONTINENTAL (TELEDYNE) USA 360 FAMILY	Cruise	Snitterfield	06/11/2012	201213476
Infringement of the Birmingham CTR (Class D) by an SR20 at 3300ft squawking 7000. Blind transmissions made with no response. Standard separation maintained.					
CIRRUS SR20	LYCOMING 360 FAMILY	Landing roll - on runway	EGKA (ESH): Shoreham	09/12/2012	201214856
A/c returned following two attempted landings, both with runway excursions. On first landing, a/c bounced and veered off the LH side of the runway, power was applied and the a/c took off again. Runway inspection performed and local standby initiated. On second attempt, the a/c veered off the runway again and appeared to almost stop but pilot again applied power and the a/c took off at about mid-point, crossing RWY25 and only just clearing the railway embankment. Pilot decided to return to departure airfield and was reported to have landed safely there.					
CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 560 FAMILY	Change of cruise level	COLRE	19/09/2012	201211365
SR22 cleared to FL80 by Scottish was observed descending to altitude 5000ft and queried by ATC. Pilot advised that he had been cleared by Scottish to FL80 but believed he could descend further without cancelling the IFR flight plan. A/c was VMC but IFR. B737 traffic ahead had been allocated FL70 and established at 9nm when SR22 called descending to altitude 5000ft.					
CIRRUS SR22	UNKNOWN	Intermediate approach	EGSH (NWI): Norwich	27/11/2012	201214678
A/c dangerously positioned on approach. A/c on vectored approach for RWY09. When the a/c reached 6 DME it began to deviate to the right without correcting. At 4.5 DME, ATC warned the pilot of his course, this was acknowledged but no correction was made and the a/c continued to descend, parallel to the final approach track at a distance of 1.5nm south. ATC instructed the a/c to go-around at 3 DME as there was no turn towards the airport. The second approach was flown normally.					
CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX 912	Off-field landing	Workop	24/11/2012	201214483
UK Reportable Accident: Attempted forced landing in field due weather conditions. Two POB, one with minor injuries. A/c substantially damaged. Subject to AAIB AARF investigation.					
CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX	Final approach	Other	19/12/2012	201215304
UK Reportable Accident: A/c struck power lines during landing and dropped vertically, impacting the ground entangled in power lines. One POB with minor injuries. A/c substantially damaged. Subject to AAIB AARF investigation.					
DE HAVILLAND DH82	BRISTOL GIPSY MAJOR	Aircraft modification	Market Rasen	30/11/2012	201214582
Unmodified engine released on NAA Form 1. Engine not immediately acceptable for installation. It has been determined that at least two mandatory modifications, one being related to an AD, had not been complied with at overhaul. The overseas company who had performed the overhaul have ceased to trade and it has been impossible to recover or locate any worksheets supporting the work carried out. The engine is to be sent to a UK approved company for embodiment of all required modifications and to undergo further inspection before release to service.					

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Dec 2012 and 31 Dec 2012

DE HAVILLAND DH82	BRISTOL GIPSY MAJOR	En-route	Near Holigbourne, Kent. ME17 1QN	30/11/2012	201214691
UK Reportable Accident. Engine ran roughly and oil pressure lost. A/c made forced landing in a field. One POB no injuries. Subject to AAIB AARF investigation.					
DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	Taxing: Other	EGBO: WOLVERHAMPTON	18/12/2012	201215260
UK Reportable Accident. A/c collided with a stationary a/c which was being refuelled. No reported injuries. Both a/c damaged. Subject to AAIB AARF investigation.					
DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Initial climb	EGHH (BOH): Bournemouth/Hurn	05/11/2012	201213451
Spurious fire warning. Nr1 engine fire warning after take-off rotation. A/c returned. No evidence of fire. The incident occurred on the first flight after a period of heavy rain and the reporter notes that it is a known issue that the engine fire sensor can malfunction due to water ingress. After the event, engineering dried out the sensor and there have been no further reports since.					
DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Climb into traffic pattern	EGHH (BOH): Bournemouth/Hurn	01/12/2012	201214549
DA42 Mode S displaying as incorrect callsign. A/c transponder re-set 3 times, ATC re-set the radar however the a/c was still displaying incorrect callsign. Investigation under 201214611. Western Radar confirmed that the return was showing correctly on their radar.					
DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Missed approach or go-around	EGHH (BOH): Bournemouth/Hurn	03/12/2012	201214611
Misleading spurious radar tracks relating to a DA42 during a pre-noted go-around. A/c carrying out various approaches for training purposes. First plot observed tracking in the anticipated direction but with a second plot tracking approximately 225deg. The Mode S labels then kept alternating between the two returns.					
DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Intermediate approach	EGBE (CVT): Coventry	06/12/2012	201214722
PAN declared due LH engine in-flight shutdown. Engine was shut down as a precaution, due to high temperature and low oil pressure warnings. A/c landed safely with emergency services in attendance. Investigation under 201205833.					
ECLIPSE AVIATION 500	UNKNOWN	Climb to cruising level or altitude	KELLY	26/09/2012	201211740
EA500 was cleared to climb to FL110. Mode C readout reached FL113 when instructed to maintain FL110. Maximum level seen FL118. Standard separation maintained.					
FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX	Powered Fixed-wing aircraft	Dunstable Gliding Site	22/09/2012	201211521
Infringement of the Luton CTR/CTA (Class D) and the LTMA (Class A) by an Ikarus C42 squawking 7000 at 3800ft. Four inbound Luton a/c were delayed. Standard separation maintained. Traffic info given. A/c was observed tracking South West at various altitudes up to 3800ft. It has subsequently been revealed that the pilot believed his route would take him under the Luton CTR and at the time of the incident was listening to Benson as he intended to transit their MATZ a little further along. It has also been revealed that the Mode S fitted had an incorrect flight identification configured with additional characters at the end of its registration. The operator has been fully alerted to this incident.					
FUJI FA200	LYCOMING 360 FAMILY	Intermediate approach	EGTF: Fairoaks	12/12/2012	201215195
Broken elevator trim rod. Pitch control restrictions were reported to have been felt during the flight. Upon inspection, the elevator trim operating rod was found to have broken at one end.					

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Dec 2012 and 31 Dec 2012

GLOBE GC1B	CONTINENTAL (TELEDYNE) USA C 146 SERIES	Cruise	ABBOT	02/12/2012	201214537
Infringement of the LTMA (Class A) by a Globe GC1B at 3800ft squawking 7000. Avoiding action and traffic info given. Separation lost with a B737 inbound to Stansted.					
GROB G115	UNKNOWN	Climb to cruising level or altitude	Benson	11/11/2012	201213903
Infringement of the London TMA (Class A) by a Grob 115 squawking 3710 climbing to 4000ft. Standard separation maintained. Grob 115 was in receipt of a Traffic Service. A/c was observed to track South towards the edge of the London CAS, with base of 3500ft. His altitude had been reconfirmed and also his position and proximity to CAS. Pilot confirmed that he was aware of the CAS and asked to be kept informed. However during the process a/c was observed to enter CAS from the North before turning West and leaving CAS 10secs later. Pilot was subsequently advised not to operate any further South East of his position. Appropriate follow up has been taken.					
GROB G115	LYCOMING 320 FAMILY	Cruise	Balfour	24/11/2012	201214286
Infringement of the Glasgow CTR (Class D) by a Grob 115 squawking 7401 at 3600ft. Student pilot with instructor on board. Standard separation maintained. A/c had been observed as an SFIS squawk just outside the zone to the North, heading South. Only traffic being worked by the controller was the Grob 115 who was asked to confirm his position, and duly reported he was North of Dunblane. A/c was requested to report his level which corresponded to that shown on the FID for the zone. Infringer. A/c was then transferred to Glasgow on 119.1 and squawk 7000 and the FID changed from SFIS to a Glasgow squawk. Pilot was instructed to leave the zone to the North via Balfour not above 3500ft VFR. It is noted that communications caused some difficulty due to pilots standard of English.					
GROB G115 (E)	LYCOMING 360 FAMILY	Landing roll - on runway	EGYD : Cranwell	28/11/2012	201214584
Smoke and fumes in cockpit accompanying nose wheel shimmy. On landing slight nose wheel shimmy was felt. Brakes were released and re-applied which made the shimmy more apparent. At the same time, smoke was seen to be coming from behind the instrument panel with associated burning smell. A/c was stopped and crew vacated while fire crew attended the scene. Cable loom behind the instrument panel was found damaged with severe arcing to the cables. OBS indicator had damage to the casing. Suspect damage may have been caused by cable loom fretting against the panel and the nose wheel shimmy may have aggravated the situation with the possibility of the cable loom having been incorrectly routed. Due to the amount of damage rectification required, the a/c will be disassembled and routed to the OEM for repair.					
GRUMMAN AA5	LYCOMING 360 FAMILY	Cruise	Southampton	06/10/2012	201212269
Infringement of the Solent CTA (Class D) by a Grumman AA5 at 3200ft squawking 7000. Blind calls made with no response. A/c eventually called up with pilot advising ATC that he believed he had infringed CAS. Standard separation maintained. Pilot error acknowledged.					
JABIRU JABIRU	JABIRU 2200	En-route: Other	Aldham	08/12/2012	201214807
UK Reportable Accident: A/c collided with power lines and crashed. One POB fatally injured. A/c destroyed. Subject to AAIB Field investigation.					
OTHER (Pioneer 300 Hawk)	BOMBARDIER ROTAX 912	Circuit pattern - downwind	EGPT (PSL): Perth/Scone	27/10/2012	201213120
Unsafe gear indication. Fly past inspection carried out and gear appeared to be in the normal position. A/c landed safely with emergency services in attendance. Suspected faulty micro switch.					
PILATUS PC12	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Intermediate approach	Southampton	26/09/2012	201211676
PC12 cleared to descend to 6000ft observed descending to 4500ft. Controller challenged pilot regarding his cleared altitude. Pilot stated 5000ft and a/c observed climbing back to 5000ft. Pilot instructed to maintain 5000ft. Standard separation maintained.					

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Dec 2012 and 31 Dec 2012

PILOTUS PC12	UNKNOWN	Climb to cruising level or altitude	Birmingham	25/09/2012	201211714
<p>PC12 on a Birmingham Davenport departure allegedly climbed above cleared altitude of 6000ft. Standard separation maintained. On checking in PC12 had omitted his cleared level but Mode S SFL showed FL230. ATC queried his cleared level but this was not clearly communicated and pilot was instructed to stop climb at 6000ft. Mode S did not change at this point and still showed FL230. Pilot was then instructed to stop climb FL90. Mode S SFL then changed to FL90.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	BNN 5W	19/09/2012	201211363
<p>Infringement of the LTMA (Class A) by a PA28 indicating 3000ft 5W of BNN tracking East. The operator has been fully alerted to this incident and appropriate remedial action taken. The pilots report indicates that he climbed above his planned altitude to provide separation against a military helicopter. He was aware of the SW corner of the CTA and kept clear of that but failed to note the LTMA change from 3500+ to 2500+. He ignored a GPS warning of airspace as he considered, at the time, that it related to the SW corner of the CTA.</p>					
PIPER PA28	UNKNOWN	Taxi to runway	EGJJ (JER): Jersey, Channel Is.	22/09/2012	201211556
<p>PA28 cleared to taxi behind A319 to holding point for RW09 failed to comply with instruction and taxied under left wing of the A319. PA28 had been instructed to follow the A319 that was pushing back from Stand 5 on the North side. The instruction was repeated. PA28 was then observed undertaking the A319 following the vehicle runway road immediately behind the parking stands. PA28 was informed of the requirement to follow the taxiway centreline and what his clearance had been. Pushback crew had disconnected and were about to drive back to the ramp but made an emergency stop due to the light a/c taxiing out.</p>					
PIPER PA28	LYCOMING 360 FAMILY	Change of cruise level	Bovingdon	30/10/2012	201213208
<p>Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 with Mode C showing 2300ft. Traffic info given. Standard separation maintained. Check all imposed to ensure no departures from RW26. Unknown a/c manoeuvred inside the CTR North of Bovingdon and climbed as high as 2700ft according to its Mode C. A/c was tracked and identity confirmed.</p>					
PIPER PA28	UNKNOWN	Unknown	EGNH (BLK): Blackpool	20/10/2012	201213323
<p>Landing gear indication failed. Pilot retracted landing gear but was still showing three greens. Requested a visual flypast inspection, tower confirmed gear appeared down. Pilot unable to confirm if gear locked. A/c landed safely.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Landing roll - on runway	EGCK : Caernarfon	03/11/2012	201213417
<p>A/c bounced, propeller struck runway. Student pilot flying circuits, bounced causing propeller to strike runway. No injuries to any persons or third party property.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	Southampton	05/12/2012	201214706
<p>Infringement of the Solent CTA (Class D) by a PA28 at 2300ft squawking 7000. Standard separation maintained. Pilot acknowledged entering CAS.</p>					
PIPER PA28	LYCOMING 360 FAMILY	En-route	Matching	13/12/2012	201215087
<p>Infringement of the Stansted CTR (Class D) by a PA28 indicating a Mode C of 1300ft resulting in a loss of separation against an inbound B737. Traffic info and avoiding action given. Pilot error acknowledged. Appropriate operator action taken.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Approach	EGFF (CWL): Cardiff	30/10/2012	201215091
<p>Green laser attack.</p>					

OCCURENCE LISTING

Aircraft Below 5700kg

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PIPER PA31	UNKNOWN	Unknown	KELLY	04/11/2012	201213408
Infringement of the Isle of Man CTA (Class D) by a PA31 initially squawking 1177 at 2900ft. Standard separation maintained. London FIS had passed details on the flight but subsequently lost comms with it just before it was transferred. A/c called after the 1177 squawk had entered the CTR and was requested to squawk 4553. Pilot requested and was issued a VFR clearance and informed that he was already within CAS on first call.					
PIPER PA31	LYCOMING 540 FAMILY	Intermediate approach	EGMD (LYX): Lydd	08/12/2012	201214838
Flap failure on approach. When flaps selected no movement was indicated. Confirmed by visual inspection. Flapless landing made with no adverse effects. Investigation under 201215272.					
PIPER PA31	LYCOMING 540 FAMILY	Initial climb	EGMD (LYX): Lydd	16/12/2012	201216272
A/c returned due to rough running engine. Flaps failed to extend on approach and PAN declared. Cowl on LH engine was also seen to vibrate. ATC gave priority landing and a/c landed safely shutting down the LH engine after exiting the runway and taxied to stand. AOG awaiting engineers inspection.					
PIPER PA31	UNKNOWN	Taxiing to/from runway	EGTE (EXT): Exeter	15/12/2012	201216348
Runway incursion by a PA31 that was cleared to hold at F2, with a runway inspection being carried out on RW26. Controller observed PA31 to cross RW26 to Taxiway C. A/c instructed to hold at C.					
PIPER PA32	LYCOMING 540 FAMILY	Cruise	Ware	02/12/2012	201214545
Infringement of the Stansted CTA (Class D) by a PA32 at 2300ft squawking 7000. Standard separation maintained.					
PIPER PA34	UNKNOWN	Normal descent	Coventry	26/10/2012	201213066
Infringement of the Birmingham CTA (Class D) by a PA34 squawking 7015 at 2500ft. Standard separation maintained. A/c was inbound to Coventry for training detail and cleared to the circuit at 2500ft QNH. On entering the hold it infringed the Eastern edge of the Birmingham CTA. A/c was instructed to descend to 2000ft QNH and to remain outside of CAS. ATM was affected by clutter.					
PIPER PA34	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Taxi from runway	EGJJ (JER): Jersey, Channel Is.	18/12/2012	201215120
RH propeller struck ground during taxi on soft, saturated grass area. Following a go-around due to cross winds, a/c made uneventful landing. A/c cleared to taxi to grassed parking area and during taxi it became apparent that the grassed area was very soft and saturated. The a/c lurched occasionally and additional power was needed prior to stopping. On leaving a/c it was found that the RH propeller blades had struck the ground, blades were deformed backwards and were tinged green from the grass. From the tyre tracks it appeared that the a/c wheels had sunk into the saturated ground leaving defined tyre tracks. It was not possible to identify where exactly the propeller strike had occurred.					
PIPER PA38	LYCOMING 236 FAMILY	Cruise	Liverpool	30/10/2012	201213223
Infringement of the Liverpool CTR (Class D) and Restricted Zone R311 by a PA38 squawking 7000 at 1500ft. Standard separation maintained. Pilot had called requesting zone entry between River Mersey and River Dee not above 1500ft and instructed to squawk 0260. Liverpool had no position information at that time and no primary contact was observed. A few seconds later Hawarden Radar called to inform them that the a/c had infringed their airspace. The pilot had been instructed to squawk 7000 and remain outside CAS. No other traffic to affect at that time. Pilot was informed.					

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Dec 2012 and 31 Dec 2012

PIPER PA38	LYCOMING 235 FAMILY	Taxiing to/from runway	EGFH (SWS): Swansea	08/12/2012	201214811
Aerodrome closed due to ice contamination. Announcement on air ground radio for all a/c to return to park. All a/c return to apron except a PA38 that is observed to enter R/W04 take-off and enter the ATZ all without any radio calls. No radio calls were acknowledged by the crew. Traffic info passed to an inbound helicopter.					
RAYTHEON 390	UNKNOWN	Climb into traffic pattern	EGNH (BLK): Blackpool	19/10/2012	201213324
A/c returned due to pressurisation problem. A/c landed safely with emergency services in attendance.					
SCHLEICHER ASH25E	BOMBARDIER ROTAX	Aircraft repair	Membury	03/12/2012	201214887
Significant previous maintenance violation discovered during repair. Mass balancing of control surfaces not carried out during re-finish. The a/c was over painted whilst rigged. Work not carried out law AMM/SRM or BGA complex task procedures. No original or copies of record of work can be provided. Flaperons removed and mass balance checked and found to be outside limits. All new paint, filler and old gel coat to be removed and a/c repainted law AMM, all control surface mass balances to be set and checked and the a/c re-weighed. Training requirement evident for inspector involved.					
SCOTTISH AVIATION PIONEER (400)	BOMBARDIER ROTAX 912	Level off-touchdown	EGBJ (GLO): Gloucestershire	17/12/2012	201215162
UK Reportable Accident. After flypast inspection due to unsafe gear indication, undercarriage collapsed on landing. Two POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.					
SOCATA TB10	LYCOMING 360 FAMILY	En-route	Southampton	19/12/2012	201214905
Misleading flight plan. TB10 routing EGJJ - CDLH - SAM - CPT - EGTC had not checked in with Southampton ATC as expected. A/c had used a different callsign to that filed on the flight plan. Fortunately no search action had been initiated.					
SWEARINGEN SA226	GARRET AIRESEARCH TPE 331 FAMILY	Powered Fixed-wing aircraft	KETIK	07/08/2012	201211877
Infringement of the Channel Islands Zone (Class A) by a SA226 squawking 7101 operating North of P81 at FL153. Callsign obtained from Mode S. Following a review of the sequence of events it can be confirmed that the a/c was operating on Brest's frequency to the East of the CICZ over the Cherbourg peninsular and infringed the CICZ on two occasions. Following subsequent investigation it has been agreed that Brest with endeavour to notify Aerial Survey Work via email to relevant parties and that on the day Brest FIR will call Jersey to identify flight and coordinate when required.					
UNKNOWN	UNKNOWN	Unknown	Luton	22/11/2012	201214151
Infringement of the Luton CTR (Class D) by an unknown slow moving primary contact. Check all imposed and subsequently lifted a few mins later. Two departures were delayed. Standard separation maintained.					
ZENAIR (MICROLIGHT)	JABIRU 2200	En-route	Stansted	06/10/2012	201212260
Infringement of the Stansted TMZ2 (Class G) by a Zenair. No Stansted inbounds were in the area at the time of the event. A helicopter enroute to an incident at Hatfield, was in close proximity and reported visual with the a/c. The a/c was seen to turn towards Hunsdon, where it appeared to overfly the strip and turn right to land at 1409hrs. The CFI has subsequently been contacted and the pilot has been de-briefed regarding Hunsdon procedures.					

OCCURENCE LISTING Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Dec 2012 and 31 Dec 2012

ROTARY WING AIRCRAFT

AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	Cruise	Edinburgh	03/11/2012	201213389
Infringement of the Edinburgh CTA (Class D) by an AS350B at 3000ft. Standard separation maintained. Pilot subsequently called Glasgow Approach and was asked to contact the Watch Manager					
AEROSPATIALE AS355	TURBOMECA, FRANCE ARRIUS	Cruise	Leeds Bradford	01/11/2012	201213319
Infringement of the Leeds Bradford CTA (Class D) by an AS355 at 1800ft squawking 7000. Blind call elicited a response. Standard separation maintained.					
AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Standing : Engine(s) Not Operating	EGVP : Middle wallop	03/12/2012	201214670
Failure of main wheel brake hose. A pool of hydraulic fluid was discovered at the rear of the RH oleo assembly after the a/c had shut down. Investigation found that the hose had a 4cm split at the lower end where it attaches to the brake caliper assembly. No other damage was found to the undercarriage. Information Notice 2435-1-32 refers to the in-service failure issues of this part and recommends an alternative hose assembly manufactured from PTFE. Parts replaced and tested and a/c released to service.					
AGUSTA A109 (E)	PRATT & WHITNEY (USA) Other	Scheduled maintenance	Liskeard	04/12/2012	201214690
Evidence of wear in the tail rotor (TR) assembly. During the 100hr inspection it was noticed that there was play in the TR pitch change mechanism. The assembly was removed for further inspection and the hub plug was seen to be turning, indicating a loss of torque. It is thought that the slider, in the TR assembly rotating controls, is worn. The slider butts up against the hub plug and it is suspected that this wear is destroying the plug torque. Manufacturer informed and work has been stopped on the TR assembly whilst awaiting further instruction.					
AGUSTA A109	PRATT & WHITNEY (USA) Other	Approach	EGBE (CVT): Coventry	29/10/2012	201215074
Green laser attack.					
AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	Virginia Water	19/09/2012	201211496
A109 operating SVFR inside the London CTR (Class A) instructed to call in the low hover before departure. A/c was observed tracking South at 700ft before clearance given. Standard separation maintained. ATC initially spoke to the pilot on landing and asked how long it would be before the a/c would be departing. Pilot responded 15mins. Controller instructed pilot to retain its squawk code and to call in the low hover. A/c got airborne one hour later (not the 15mins as expected and following a handover of the SVFR position) and was observed tracking without a clearance. Operator has discussed the incident the pilot concerned.					
BELL 206	ALLISON USA 250 FAMILY	Scheduled maintenance	Manston	04/12/2012	201214863
During scheduled engine inspection compressor 3rd stage corrosion discovered. Suspected corrosion pit found on compressor 3rd stage rotor axial vane. Corrosion within the root critical area, the first 25% of vane from root. Item sent to manufacturer for inspection.					

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Dec 2012 and 31 Dec 2012

BELL 206	ALLISON USA 250 FAMILY	Maintenance phases	Gloucester, Staverton	27/11/2012	201214434
Crack in tailboom. Discovered during Annual inspection. Crack was on the upper surface of the tailboom in the area of the third tail rotor bearing hanger, just above the horizontal stabilizers, measuring approx 130mm.					
BELL 212	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Hovering	Salisbury Plain	17/10/2012	201213269
Manual cargo release failed to operate. During a simulated emergency phase where the electronic cargo release is deemed to have failed, the manual release was demonstrated and the release did not work. On a final attempt to demonstrate the manual alternative release method it failed to function again. A/c returned to base for investigation. No faults were found with the system and it was established that the lever was not being fully depressed by the pilot, therefore preventing load release.					
BOLKOW BO105	ALLISON USA 250 FAMILY	Cruise	EGCW : Montgomeryshire/Welshpool	28/10/2012	201213065
A/c returned due to 'T Chip' caution. QRH actioned and due to the normal indications on both the transmission temperature and pressure gauges it was decided the best 'land as soon as possible' option was to return to base. Engineers investigation found no debris in oil filter but debris from MCD was sent for analysis.					
DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	Taxiing: Other	EGBO : WOLVERHAMPTON	16/12/2012	201215260
UK Reportable Accident: A/c collided with a stationary a/c which was being refuelled. No reported injuries. Both a/c damaged. Subject to AAIB AARF investigation.					
EUROCOPTER EC120	TURBOMECA, FRANCE ARRIUS	Approach	Syerston	11/10/2012	201212402
Infringement of the Syerston ATZ (Class G) by a EC120 at 600ft. Pilot flew through the approach lanes of both circuits at approx 600ft on 1004. Traffic info given. Motor Glider on final approach flew a go-around. Pilot had been informed that Syerston was active using RW11 RH for military motor gliders with four in the circuit and RW11 LH for convention gliders which launching to 3000ft. Pilot informed of his position and subsequently reminded that Syerston was an Air Ground unit and therefore could not provide any clearances. It is noted that a trainee solo pilot had just landed only 30secs earlier within the LH circuit.					
EUROCOPTER EC130	TURBOMECA, FRANCE ARRIEL	Cruise	Stansted	15/12/2012	201215126
Infringement of Stansted CTA (Class D) by a EC130 at 1800ft. ATC attempted to contact the a/c to no avail. Standard separation maintained. See also 201202921.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Normal descent	EGBJ (GLO): Gloucestershire	30/10/2012	201213325
RPM indicator failure. When the engine power switches were reduced to the idle position, the N2 needles both reduced and then the nr1 engine N2 needle dropped to zero. Both power switches were returned to flight position but both needles remained stuck, nr1 zero, nr2 at 90%. By increasing and decreasing the collective it was confirmed that both engines were responding normally. A/c returned to base and engineering assistance sought.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Start-up	EGEG : GLASGOW CITY HELIPORT	05/12/2012	201214727
'XMSN CHIP' caution on start-up. During start-up, the caution illuminated. Start-up aborted and engineering assistance sought. Debris from the chip detector was sent for analysis. Input quill shafts inspected and assessed as being in the early stages of wear with pitting of the loaded gear face. Gearbox rejected.					

OCCURENCE LISTING Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Dec 2012 and 31 Dec 2012

EUROCOPTER EC155	UNKNOWN	En-route	Hewett Oil Field	28/11/2012	201214428
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EC155 on a Deconfliction Service was maintaining 2000ft against a S76 at 1500ft, traffic info given. EC155 was observed to be descending through 1700ft without clearance. Avoiding action given. Loss of separation.
Controller believed both a/c to be VMC.

HUGHES 269A	LYCOMING 360 FAMILY	En-route	Leavesden	04/12/2012	201214663
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Engine failure and autorotation.
A/c returning to home base at the end of a day flying. Engine oil temperature began to rise and pressure dropped. Power reduced, temperature remained stable but pressure continued to drop below normal operating range. As descent began engine began to rumble then failed, pilot put a/c into autorotation touching down at approx 10kts sliding approx 10metres.

HUGHES 369	ALLISON USA 250 FAMILY	En-route	London City	04/10/2012	201212089
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Infringement of the London City CTA (Class D) by a Hughes 369 squawking 5032 at 2000ft. Traffic info given. Standard separation maintained.
A City departure was given a wide vector and second departure was given an aborted take-off both due to the now conflicting SID tracks and conflict with the intruder. After flying into the CTA the a/c was picked up on the scan by Farnborough and instructed to descend immediately not above 1400ft.

MCDONNELL DOUGLAS 369	ALLISON USA 250 FAMILY	Take-off	EGKA (ESH): Shoreham	15/12/2012	201216230
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A/c departed from closed airfield.
Unauthorised movement of a/c.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Standing : Other	EGNM (LBA): LEEDS BRADFORD	27/11/2012	201214449
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Loss of skid damper components in-flight.
Ground staff noticed that the skid damper had lost its protective gaiter. Closer inspection revealed that the damper unit had separated from the main skid tube, allowing the gaiter to fall free. In addition, the large damper spring was also missing. Parts presumed to have been lost in flight.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Scheduled maintenance	Manchester Barton	05/12/2012	201214701
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Cracked rotor blade pin.
During Check A inspection, the nr2 trailing edge pin was found to have excessive free play above and below the blade. The overhead collar was found to be raised by approximately 8mm. Both nr2 blade pins replaced. This is subject to mandatory inspections.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Hovering	Wakefield	20/10/2012	201215008
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Green laser attack.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	Ashton	21/10/2012	201216001
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Purple laser attack.

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Dec 2012 and 31 Dec 2012

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Intermediate approach	EGXZ : Topcliffe	04/10/2012	201214854
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Loss of NOTAR effectiveness.

During an approach to land with a simulated HYD2 failure, the a/c began to yaw rapidly to the right and failed to respond to increasing pedal input. The hydraulics were re-selected and decision made to abandon the training exercise. A 'kick' was felt through the controls on landing and a corresponding right/left yaw prior to touchdown. Engineers inspection discovered that several bearings on the NOTAR drum had distinctive flat spots on them. Nine bearings replaced.

ROBINSON R44	UNKNOWN	Scheduled maintenance	Redhill	14/12/2012	201215023
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Cracked rotor blade bolts.

Whilst assembling the rotor blade, attachment bolts p/n C722-1 were found to be cracked across the heads. These were new bolts supplied by the manufacturer.

ROTORWAY EXEC	ROTORWAY RI-162	En-route	Durham Tees Valley	23/09/2012	201211833
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Infringement of Durham Tees Valley CTA (Class D) by a Rotorway squawking 7042 at 1700ft in receipt of a Basic Service. Standard separation maintained.

A/c had freecalled en-route from Bagby to Eshott via Hexham, tracking towards controlled airspace, and was allocated a squawk for identification. On entering CAS a/c made a turn to the South West and squawk changed to 7600. Squawk was then seen to change to 7000 after leaving CAS under the CTAs to the South West and last seen tracking West of Newcastle's controlled airspace still on a 7000 squawk.

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Dec 2012 and 31 Dec 2012

OTHER

SCHLEICHER ASK13	Take-off - Winch-launch: Other	Upwood Gliding Site	06/12/2012	201214871
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UK AIRPROX 2012/171 - ASK13 Glider and a Hughes 369 at 1400ft Upwood Gliding Site.
During the launch phase of the glider by winch on RW24, Hughes 369 and was observed at approx 800ft to 1000ft above runway height and cutting across the North East/North of airfield.

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
AP	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
RW	Runway
ScACC	Scottish Area Control Centre
SOP	Standard Operating Procedure
TDA	Temporary Danger Area
VATDA	Volcanic Ash Temporary Danger Area
VCR	Visual Control Room (Tower)

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