

24 February 2015
Reference: F0002209

Dear XXXX

I am writing in respect of your recent request of 27 January 2015, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

Detailed records of all logged incidents in the skies over North Wales since 2010 including near misses, engine problems and laser pens being used to distract pilots along with times and dates.

If possible, further detail on these incidents and whether a third party authority was involved ie police.

Full details of any crashes involving any planes taking off or landing from North Wales airports including Hawarden and Anglesey.

In an email dated 3 February 2015 you focused your request on the following airports of interest:

*Welshpool Airport, Welshpool, Powys SY21 8SG
Dinas Dinlle, Caernarfon, Gwynedd LL54 5TP
Valley, Holyhead, Isle of Anglesey LL65 3NX
Aviation Park, Flint Road, Chester, Saltney Ferry CH4 0GZ*

Our response:

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

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 incident report is reviewed and, where appropriate, further investigation is carried out and action taken.

We have searched the UK CAA database for any report where the airport location has been defined to be Aberporth, Anglesey, Caernarfon, Hawarden, Llanbedr, St. Athan, Welshpool or Valley and provided an Excel summary of all processed reports for the dates 1 January 2010 to 17 February 2015. In addition we have also provided a second report for any

Civil Aviation Authority

Aviation House Gatwick Airport South Gatwick RH6 0YR www.caa.co.uk

Telephone 01293 768512 foi.requests@caa.co.uk

Accident or Serious Incident where the departure or planned destination point is one of the above.

We have not included any identifying information in these summary 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 organisation) and has been supplied to the CAA pursuant to an Air Navigation Order is prohibited from disclosure (a copy of this exemption can be found below).

For more information about the Mandatory Occurrence Reporting scheme, please refer to CAP382 which can be found at: www.caa.co.uk/cap382.

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:-

Caroline Chalk
Head of External Information Services
Civil Aviation Authority
Aviation House
Gatwick Airport South
Gatwick
RH6 0YR

caroline.chalk@caa.co.uk

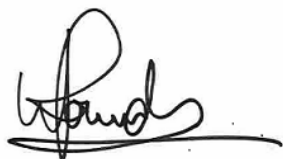
The CAA has a formal internal review process for dealing with appeals or complaints in connection with Freedom of Information requests. The key steps in this process are set in the attachment.

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

Information Commissioner's Office
FOI/EIR Complaints Resolution
Wycliffe House
Water Lane
Wilmslow
SK9 5AF
www.ico.gov.uk/complaints.aspx

If you wish to request further information from the CAA, please use the form on the CAA website at <http://www.caa.co.uk/application.aspx?catid=286&pagetype=65&appid=24>.

Yours sincerely

A handwritten signature in black ink, appearing to read 'W. Pounder', with a horizontal line underneath.

William Pounder
Information Rights 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).

File number	UTC date	Location of occ	Aircraft category	Headline	Narrative text
201003258	10/04/2010	Caernarfon (Gwynedd)	Microlight	UK Reportable Accident: Engine misfired and stopped during climb out. Forced landing in a field. Encountered small ditch. A/c came to rest on its side. One POB, minor injury. AAIB AARF investigation.	Extensive a/c damage. CAA Closure: The accident flight occurred on the first flight of the day. The a/c engine and pre-takeoff checks were satisfactory and the a/c was taxied out. The engine temperatures and pressures were reported as normal during the rolling takeoff and the engine power was reduced from 5300rpm to 4800rpm after becoming airborne to reduce the pitch attitude. At approximately 200ft in the climb the engine 'coughed' twice and then stopped. The pilot turned to the left as there were no landing options ahead of the a/c and declared a MAYDAY. He considered that all of his landing options were poor but he touched down successfully on a small grassed area adjacent to the airfield. However, during the landing roll, the a/c ran across a drainage ditch and sustained damage to the front end pod, nose wheel and a/c structure. The pilot had become aware of debris in the fuel tank shortly after acquiring the a/c earlier in the year. However, he had been advised that the fuel filter would catch any debris until such time that a suitable opportunity for cleaning the system arose. The a/c had been successfully flown on the day prior to the accident. Subsequent to the accident, debris was also found in the muslin fuel filter and in the fuel line before the filter. The source of the debris was not identified but reported as a build up rather than solid debris. Other than the presence of debris in the fuel system, the pilot identified other factors associated with the accident. The use of a rolling takeoff and a reduction in power after becoming airborne resulted in the a/c being at a lower altitude over the airport boundary which reduced the forced landing options. The pilot noted that, for a take-off from the subject runway, the number of reasonable options for a forced landing from low altitude was very limited. AAIB Bulletin 08/2010, Ref: EW/G2010/04/10.
201003303	11/04/2010	St. Michael's Airfield (Lancas)	Microlight	UK Reportable Accident: A/c landed and came to a stop on its side. Two POB, both with minor injuries. Wing damaged. AAIB AARF investigation.	CAA Closure: Whilst landing on a dry grass runway the pilot lost control as the nose wheel was lowered to the surface. The microlight tumbled, causing minor injuries to both occupants. Based upon a subsequent inspection of the aircraft, the pilot thought that the nose wheel tyre may have been under-inflated prior to landing. AAIB Bulletin 06/2010, Ref: EW/G2010/04/12.
201011875	23/10/2010	Overhead Shanlieve Mountain (N Ireland)	Rotorcraft	UK Reportable Accident: Hill walkers heard an a/c and then a bang. A/c wreckage then found. Three POB, all with fatal injuries. A/c destroyed. AAIB Field investigation.	CAA Closure: The aircraft was on a VFR flight from a private site near Londonderry, Northern Ireland, to Caernarfon Airport in Wales. Radar data showed that the a/c was established on a direct track for Caernarfon, flying at an altitude of about 1600ft. As the aircraft approached Newry it turned onto an easterly heading and climbed to about 2000ft. Some 6.5nm later the aircraft turned onto a south-easterly track towards Caernarfon Airport, followed by small track changes to the left and right. The groundspeed throughout the flight was about 150kts. Hill walkers close to the accident site heard the aircraft impact the westface of Shanlieve. All three persons onboard were fatally injured in the impact. AAIB Bulletin 11/2011, Ref: EW/C2010/10/12.
201102069	01/03/2011	Hawarden (Cheshire)	Fixed wing	UK Reportable Accident: A/c tipped onto its nose on landing. One POB, no injuries. Minor a/c damage. AAIB AARF investigation.	CAA Closure: The a/c landed heavily on one leg and tipped onto its nose following a poorly-executed approach. The pilot later commented that he was heavily distracted by problems he was having with his VHF radio at the time. AAIB Bulletin 06/2011, Ref: EW/G2011/03/02.
201108873	26/07/2011	Caernarfon	Fixed wing	UK Reportable Accident: A/c bounced on landing. Go-around performed and on subsequent landing NLG collapsed. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot had flown from Woodvale to Caernarfon, where the runway in use was R/W26. The flight had been normal but the pilot reports that on his first approach at Caernarfon the touchdown was heavy and the a/c bounced, so he performed a go-around. The second landing was much more satisfactory but the nose leg collapsed, probably from damage incurred in the first touchdown. The pilot considers that a contributory factor in the heavy first touchdown may have been a reversal of wind direction during the final approach. AAIB Bulletin 12/2011, Ref: EW/G2011/07/30
201200557	18/01/2012	EGCW : Montgomeryshire/Welshpool	Fixed wing	UK Reportable Accident: A/c crashed followed by a fire shortly after departure. Two POB, both with fatal injuries. Extensive a/c damage. AAIB Field investigation.	CAA Closure: The commander was carrying out a flight to re familiarise himself with the a/c. After departing Welshpool and flying in the local area, he rejoined the circuit, was on the base leg and configured for landing when the a/c struck cloud covered trees on the upper slope of Long Mountain. The a/c then impacted a grass field where it caught fire. Both pilots were fatally injured. The trees were probably not visible to the pilots because of cloud covering the upper slopes. AAIB Bulletin 08/2012, Ref: EW/C2012/01/03.
201202608	11/03/2012	Caernarfon	Fixed wing	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. AAIB AARF investigation.	CAA Closure: The a/c touched down beyond the normal landing point and the pilot inadvertently applied less than the required brake pressure to decelerate the a/c in the remaining distance available. It overran the runway before being brought to a stop. The pilot considered that he had placed his feet incorrectly on the rudder pedals, such that he could not apply full braking effort. He felt that this, and the extended float and a very narrow window of opportunity to reject the landing, were contributory to the accident. AAIB Bulletin 05/2012, Ref: EW/G2012/03/07

201204821	04/05/2012	Private Landing Site - Nr Helsby	Rotorcraft	UK Reportable Accident: A/c drifted slightly backwards on landing and tail rotor struck hedge at the back of the helipad. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: Whilst manoeuvring for landing at a private helipad, the helicopter's tail rotor blades struck an adjacent fence. The pilot received no unusual cockpit indications and was unaware of the tail rotor strike until after shutdown. AAIB Bulletin 09/2012, Ref: EW/G2012/05/06.
201209709	16/08/2012	Nr Bruera	Fixed wing	UK Reportable Accident. A/c crashed during training flight. Two POB, fatal injuries. AAIB Field investigation.	CAA Closure: The instructor and student were conducting PPL training for slow flight aircraft handling. At an estimated height of between 2,000 and 3,000ft, the aircraft turned rapidly through about 180deg and descended at a high rate, crashing in a field. The evidence indicated that the aircraft had been in a spin to the left when it struck the surface. Both occupants were fatally injured. The aircraft struck the ground while in a spin. There was no evidence to suggest pilot incapacitation or a fault with the aircraft as being causal to the accident but an engine failure prior to the loss of control of the aircraft could not be ruled out. Although it was not possible to determine why the aircraft entered a spin, the radar data indicates that this happened when the aircraft was at a height from which recovery was unlikely to be successful. A manufacturer's revision to the Pilot's Operating Handbook (POH), dated May 2012, included advice on the altitudes at which slow flight and stall manoeuvres should be initiated, to provide an adequate margin of safety in the event of an inadvertent spin. This revision, which related to a Safety Recommendation made by the United States of America's National Transportation Safety Board (NTSB) in 1997, reached the flying school in the month following the accident. AAIB Bulletin 07/2013, Ref: EW/C2012/08/03.
201213852	11/11/2012	EGCK : Caernarfon	Microlight	UK Reportable Accident: On landing, nose wheel veered left and a/c flipped over. One POB, no injuries. AAIB AARF investigation.	CAA Closure: After being airborne for about 30mins, the student rejoined the circuit to land. The instructor, watching from the ground, saw the aircraft round out 'perfectly' but, as the wheels touched down, the aircraft veered violently to the left and flipped onto its right side. The student was airlifted to hospital as a precaution but was released later that afternoon. The student admitted that he forgot to check, as he had been instructed to do, that the nosewheel steering was straight whilst on the downwind leg and final approach. The instructor, who described his student as 'very able and competent', attributes the omission to a momentary lapse of concentration by the student. AAIB Bulletin 05/2013, Ref: EW/G2012/11/03.
201303989	07/04/2013	EGCK : Caernarfon	Microlight	UK Reportable Accident: During reduction of power during take-off, a/c veered to the right causing wing to hit ground. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot stated that, having reduced engine power shortly after take-off, the right wing dropped and the aircraft started to descend. He applied full power in an attempt to arrest the descent, but the wing dropped further to the right before striking the runway surface and the aircraft fell onto its right side. The pilot, who was wearing a helmet and lap strap, was unhurt. He considered that the accident had been caused by an excessive reduction of engine power which had resulted in a nose-down attitude combined with a wing drop. AAIB Bulletin 08/2013, Ref: EW/G2013/04/09.
201305655	19/05/2013	EGCK : Caernarfon	Fixed wing	UK Reportable Accident: During approach, aircraft struck a tree. Three POB, one fatally injured and two with serious injuries. AAIB Field investigation.	CAA Closure: □ The aircraft was making an approach to Runway 26 when it struck a tree. The pilot reported that he had suffered a loss of power at a late stage of the approach and had been unable to reach the airfield. The investigation did not find any evidence of a failure within the engine but the atmospheric conditions were conducive to carburettor icing. AAIB Bulletin 06/2014, Ref: EW/C2013/05/01.
201305673	07/05/2013	EGCW : Montgomeryshire/Welshpool	Fixed wing	UK Reportable Accident. A/c struck some fence posts during crosswind landing. Two POB no injuries. AAIB AARF investigation.	CAA Closure: Shortly after flaring the aircraft for landing, the pilot felt it drift to the right, downwind. The stall warning horn sounded at the same time as the pilot made a decision to go-around because of the excessive drift. He applied full power but, at about the same time, the aircraft's tail struck a runway light. The aircraft became airborne for two or three seconds, before the RH elevator struck a fence post and the aircraft sank to the ground. The pilot was able to steer back towards the runway and bring the aircraft to a stop. Both the pilot and his passenger were uninjured. AAIB Bulletin 08/2013, Ref: EW/G2013/05/08.
201306740	09/06/2013	EGTE (EXT): Exeter	Fixed wing	UK Reportable Accident: LH main landing gear leg collapsed. Aircraft came to rest in grass about 10 to 15m from runway. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The left main landing gear leg collapsed after a normal landing. The upper attachment point for the left main gear over-centre link had failed and further investigation on this part is being carried out by the Light Aircraft Association. AAIB Bulletin 12/2013, Ref: EW/G2013/06/13.

201314752	15/11/2013	EGNR : Hawarden	Fixed wing	UK Reportable Accident: Aircraft crashed on landing. Two POB, fatally injured. AAIB Field investigation.	CAA Closure: <input type="checkbox"/> The aircraft deviated to the left of the runway on final approach and appeared to witnesses to become unstable before it pitched up and rolled to the left. It struck the ground in a steep nose-down inverted attitude. The investigation concluded that the left engine lost power at a late stage of the approach due to fuel starvation. The pilot probably attempted a go-around manoeuvre, but the speed fell below the minimum single engine control speed, causing him to lose control of the aircraft. The cause of the fuel starvation was attributed to mismanagement of the aircraft's fuel system. The engineering examination showed that the right engine appeared to be operating normally at impact while the left engine appeared to be operating at a lower power. The investigation did not identify a mechanical defect within the engines, the propellers or their control systems which could account for this difference. In view of the lack of fuel recovered from the left main tank and the left engine fuel injection manifold valve it is considered that the probable reason for the differing engine power was fuel starvation of the left engine. The lack of evidence of fuel spillage from the ruptured right main fuel tank suggests that fuel starvation of the right engine may have been imminent. The majority of usable fuel at the time of the accident was in the auxiliary tanks, which were not selected for engine feed. From the available evidence, it is probable that the pilot originally intended to complete the flight using fuel from the main tanks only, and loaded them with what he considered to be a sufficient quantity. However, the main fuel tank quantity was insufficient for safe completion of the flight. Options to use auxiliary tank fuel or to land and refuel would have been available to the pilot. With no evidence of a prepared fuel plan, and in the absence of any obvious concern on the part of the pilot, he appears to have continued to believe that the fuel in the main tanks alone was sufficient, albeit with a greatly reduced reserve. Although he would not have intended or expected to land with such a low fuel state in the main tanks, the fine weather conditions of the day and his familiarity with Hawarden may have been factors in his apparent acceptance of the situation. The accident occurred when the pilot lost control during a single-engine go-around manoeuvre, after the speed had fallen below the minimum control speed. The investigation concluded that the loss of power on the left engine just before landing was due to fuel starvation which resulted from mismanagement of the aircraft's fuel system. AAIB Bulletin 11/2014, Ref: EW/C2013/11/03.
201404788	21/04/2014	EGBJ (GLO): Gloucestershire	Fixed wing	UK Reportable Accident: Aircraft ground looped after landing. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: <input type="checkbox"/> The aircraft had landed on Runway 04 after a normal approach. During the rollout, Air Traffic Control (ATC) instructed the pilot to take the next exit on the right, but as he was about to respond, the aircraft swung to the right and left the paved surface. It completed a 360° groundloop before coming to a halt back on the runway. The pilot taxied the aircraft back to the hangar where he shut down the aircraft normally. It was found that part of the left mainwheel spat had detached and the left landing gear leg was bent. He believes that a lack of experience on type coupled with being momentarily distracted by ATC allowed the swing to develop out of control. AAIB Bulletin 09/2014, Ref: EW/G2014/04/13.
201406076	15/05/2014	EGCK : Caernarfon	Microlight	UK Reportable Accident: Student pilot lost control of microlight on take-off and crashed onto the taxiway. One POB, fatally injured. Aircraft destroyed. AAIB Field investigation.	CAA Closure: <input type="checkbox"/> The aircraft was seen to depart from Runway 25 and make a normal climb to a height of about 200 ft. It then entered a left turn during which, the angle of bank was observed to steadily increase until the nose dropped and the aircraft descended, turning through some 180° before striking the ground in the area of the taxiway. The pilot was fatally injured. An unapproved hand throttle had been installed on the seat frame's upper left tube; its throttle handle had been deformed and pushed to the rearmost, idle throttle, position during the ground impact. Whilst this particular hand throttle was not approved by the BMAA, an optional approved hand throttle is available for the aircraft type that would normally be mounted approximately 12 cm further forward on the front seat frame's upper left tube. The hand throttle is intended for use in cruising flight, not for takeoff and landing. In the absence of any conclusive evidence, the investigation considered that the accident occurred due to the pilot not intervening in correcting the increasing left bank. AAIB Bulletin 12/2014, Ref: EW/C2014/05/01.
201406950	31/05/2014	EGNR : Hawarden	Fixed wing	UK Reportable Accident: Deviation on landing, aircraft hit taxiway marker board. Two POB, no injuries. AAIB AARF investigation..	CAA Closure: <input type="checkbox"/> During a touch-and-go the aircraft developed an unstable oscillation after touchdown, causing it to deviate either side of the runway centreline. The Pilot in Command (PIC) took control from the handling pilot, but was unable to prevent the aircraft departing the paved runway onto the adjacent grass and striking a taxiway marker board. There were no injuries and both pilots vacated the aircraft without assistance. Pilot A was aware of the Aeronautical Information Publication (AIP) entry which contains a warning of turbulence from factory buildings with wind speeds in excess of 15 kt. He considers it possible that the localised wind strength in the area where the oscillation developed may have been stronger than that reported by ATC. Further, Pilot A reported that he had considered requesting a runway change upon arriving and reviewing the surface wind, but he elected not to, as he believed this would incur a lengthy delay. In retrospect, he considers that requesting a change of runway may have been prudent. He also considers that allowing Pilot B to handle the aircraft near its crosswind limit may have been ill-advised. However, he had been very impressed by Pilot B's handling of the aircraft during the first approach, touchdown and rollout. Pilot A's previous experience on the aircraft type had predominantly been on another aircraft with more powerful brakes, and being used to a faster and more pronounced response, he considered it possible that he may have applied insufficient braking. AAIB Bulletin 09/2014, Ref: EW/G2014/05/19.

201409296	07/07/2014	EGDX : St. Athan	Fixed wing	Serious Incident: Aircraft departed the paved runway surface during landing. Four POB, no injuries. AAIB AARF investigation.	CAA Closure: <input type="checkbox"/> After a normal landing, the aircraft drifted towards the left side of the runway. In an attempt to arrest this drift, the pilot used asymmetric braking which caused the aircraft to yaw rapidly right and depart the paved runway surface. The brakes on this aircraft are sensitive when used asymmetrically and the pilot inadvertently applied more braking force than he intended. AAIB Bulletin 12/2014, Ref: EW/G2014/07/07.
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File number	UTC date	UTC time	Location of occ	Aircraft category	Headline	Narrative text
201000715	26/01/2010	14:50	Aberporth	Unknown	Military a/c working military ATC infringed active DangerArea EG D201 (Aberporth).	
201000722	27/01/2010	16:00	Hawarden	Fixed wing	Inbound EMB145 at 1400ft received/complied with TCAS RA reduce vertical speed on helicopter outside CAS. EMB145 was unable to maintain the ILS approach profile and initiate a go-around.	
201000861	30/01/2010	14:40	Welshpool	Rotorcraft	Nr1 engine Mag Plug' warning activated during climb out. Single engine configuration set and the warning extinguished. PAN declared. Aircraft diverted.	MCD removed but no debris or other faults found.
201001121	28/01/2010	13:58	Aberporth	Unknown	Military a/c working military ATC infringed active DangerArea EG D201 (Aberporth). Pilot apologised for the incident.	
201001638	23/02/2010	09:30	Caernarfon	Rotorcraft	Steel rule found in the tail rotor gearbox area during Check A inspection.	
201003122	11/04/2010	11:05	Aberporth	Fixed wing	Infringement of the West Wales Airport RA(T) by a Sipa 903 squawking 7000 at 2000ft. Standard separation maintained.	
201003150	11/04/2010	15:10	Aberporth	Unknown	Infringement of the West Wales Airport RA(T) by four a/c flying in formation below 1000ft. Standard separation maintained.	
201003153	24/03/2010	13:28	Hawarden		Vehicle failed to hold at holding point C iaw ATC instruction when transiting from Apron C to Compass Base 2. Vehicle crossed R/W22 at the threshold. No traffic affected.	Vehicle driver incorrectly read back the ATC instruction. Due to busy frequency, the controller was unable to issue another instruction confirming clearance until 30secs later, by which time the vehicle was approaching the holding point. The second instruction was not read back.
201003344	14/04/2010	12:15	St Athan	Rotorcraft	PAN declared due to electrical burning smell in cockpit during cruise. No smoke and all equipment appeared to be operating normally with no circuit breakers popped. Precautionary landing in a field.	CAA Closure: Fault traced to LH lower static vent heater, which had burnt out. The operator does not believe that the rate or manner of the failure is a cause for concern.
201003403	16/04/2010	12:30	Caernarfon	Fixed wing	TB10 reported volcanic ash encounter at 3700ft 28nm Southeast of Caernarfon, including a strong smell of sulphur and reduced visibility. Pilot elected to turn 180deg to exit the area. A/c returned.	
201003424	09/04/2010	15:35	Hawarden	Fixed wing	Infringement of Hawarden ATZ (Class G) by a C150 at an estimated 1500ft. Traffic info given. One a/c broken off approach. Local standby initiated. C150 then observed entering Liverpool CTR (Class D).	CAA Closure: No further action was taken by the ATS Unit at the time and no action is now practicable due to the time that has elapsed.
201004239	12/05/2010	09:00	Hawarden	Fixed wing	Damaged hydraulic and pneumatic pipes found on removal of cabin floors.	During removal of floor panels, it was found that the screws attaching the panels had damaged a hydraulic brake pipe, landing gear pipe, emergency brake pipe and some of the supporting structure. The screws installed are directly in line with the pipes and are too long. The screws listed in the IPC would make the situation worse. Manufacturer has been informed.
201004606	23/05/2010	08:38	Hawarden	Microlight	Infringement of the Manchester TMA (Class A) by an MCR01 squawking 7000 at 4200ft. Standard separation maintained.	Significant disruption caused to Liverpool and Manchester operations. □ CAA Closure: The unit subsequently contacted the pilot who reported that he was aware of his position but, having encountered a layer of cloud, he commenced a climb with reference to the wrong part of his map. Appropriate advice given.

201004662	21/05/2010	07:10	Hawarden	Fixed wing	Whilst ATR42 was operating at FL210 an extra label showing squawk 4402 appeared on radar at FL210 and attached to ATR42 return. Believed to be caused by some form of code corruption.	As ATR42 separated from other a/c, 4402 squawk remained and ATR42 was asked to recycle its squawk 7412 and try the second channel on the transponder. This had no effect and ATR42 was given a left turn and asked if it had any traffic in sight. ATR42 confirmed that only traffic on TCAS was at 4nm, which was 2000ft below on radar. There was no STCA. Squawk 4402 disappeared after approximately 4mins.
201005207	06/06/2010	23:40	Welshpool	Fixed wing	B757 in descent at FL260 was targeted by several lasers. Local authorities informed.	
201005692	17/06/2010	18:15	Hawarden	Rotorcraft	XMSN CHIP' caption illuminated during start up.	Aircraft shutdown and engineering advice sought. XMSN chip inspected and slight debris found.
201006106	26/06/2010	21:20	St Athan	Rotorcraft	EC135 at 500ft was targeted by a green laser.	
201006750	02/07/2010	06:50	Hawarden	Fixed wing	Infringement of the Manchester TMA (Class A) by a Robin 100 squawking 7000 at 4000ft. Standard separation maintained.	
201006917	10/07/2010	15:05	Hawarden	Fixed wing	Mode S of B737 inbound to Liverpool indicated a potential conflict with an HS125 outbound from Hawarden. HS125 was given avoiding action. Standard separation maintained.	Inbound B737 was transferred to Liverpool descending to FL60 iaw release. Hawarden then requested release on an HS125, which was approved. Hawarden outbounds are notified to Liverpool and as such are known traffic. Mode S of B737 was then observed indicating FL35. HS125 called on frequency passing 3000ft climbing to 5000ft and was stopped at 4000ft and given avoiding left turn. B737's Mode S then changed back to FL60. Investigation established that Scottish procedures state that the release of the Hawarden outbound HS125 should have been subject to the Liverpool inbound B737 and that Hawarden would then have been responsible for transfer of the outbound clear of the Liverpool traffic. However, Scottish Control (West/IOM) did not coordinate the Hawarden departure against the B737 and so Hawarden were initially unaware that the B737 was inbound to Liverpool. CAA Closure: Appropriate unit action has been taken, with a request to add a clarification sentence to unit instruction regarding coordination with Hawarden.
201006997	12/06/2010	10:08	Aberporth	Rotorcraft	During hover, aircraft was seen to yaw and rotate slightly before commencing an un-commanded downward trajectory, travelling 60m before impacting the ground.	
201007017	14/07/2010	11:06	Hawarden	Fixed wing	UK AIRPROX 2010/101 - HS125 and an A319. Traffic info and avoiding action given. STCA activated. Separation lost.	HS125 was released to Hawarden descending to FL70 and A319, 10nm behind, was released to Liverpool descending to FL80. Liverpool APP then inappropriately agreed coordination with Hawarden APP, who turned HS125 left and into conflict with the descending A319. □ CAA Closure: Appropriate ATC personnel action taken. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201007952	02/08/2010	14:30	Aberporth	Fixed wing	SIS screen indicated Danger Area EG D201 (Aberporth) as not active for the whole complex, but in fact D201 complex was active. Two a/c entered area, but there was no activity at that time.	A BE90 and a Mooney flying independently had both been advised that D201 was not active and elected to transit the area. Aberporth subsequently phoned LACC and informed them that the entire D201 complex was actually active. There was no risk to either a/c. SIS screen was amended. □ CAA Closure: Following this event, the unit have undertaken an extensive review of information provision on sectors and new procedures are to be put in place to reduce recurrence.
201008107	31/07/2010	13:20	Hawarden	Fixed wing	Infringement of the Hawarden ATZ (Class G) by Cessna C172 at 1800ft	
201008459	15/08/2010	14:45	Hawarden	Fixed wing	Birdstrike at 10ft agl on rotation. Wing struck and damaged.	

201009415	31/08/2010	17:15	Hawarden	Fixed wing	Rapid loss of hydraulic fluid during final approach.	As gear lowered EICAS amber warning of low level 'A' hydraulic system illuminated. Hydraulic level was showing about 60% and was decreasing rapidly. A/c landed normally. Initial visual assessment revealed a major hydraulic leak in the vicinity of the belly of the fuselage, aft of the mainwheel wells. Low pressure testing revealed a leak between 'A' system sensor manifold and the pressure transducer. Pressure transducer required minimal torque to remove and the o-ring was found to have severe damage. Pressure transducer o-ring replaced and transducer correctly torqued. No maintenance had been carried out on this component since a/c manufacture. Reporter feels that the AMM installation procedures for the pressure transducer need an amendment to include wire locking.
201009422	30/08/2010	09:25	Caernarfon	Fixed wing	A/c landed nose down due to control difficulties during crosswind landing. Propeller damaged. One POB, no injuries.	
201009490	05/09/2010		Aberporth	Unknown	PAN declared as a/c unable to land due to high crosswinds. Other locations provided but declined due to insufficient fuel. A/c subsequently made an approach to a prepared grass area and landed safely.	
201009561	04/09/2010	14:20	Hawarden	Fixed wing	Infringement of Airway N864 (Class A) by a SF260 at 4500ft. Standard separation maintained.	
201010853	27/09/2010	10:30	Hawarden	Rotorcraft	During flight, nr2 ECU failed with associated warning caption illuminating.	Whilst carrying out the emergency actions the nr2 ECU data caption illuminated followed by the torque limiter caption. PAN declared. A/c landed safely with one engine under manual control.
201011068	02/10/2010		Hawarden	Fixed wing	Incorrectly installed Digital Electronic Engine Controller (DEEC).	During replacement of the RH DEEC it was found that the DEECs were cross connected. Once the replacement DEEC had been fitted it was noticed whilst trying to initialise that the serial numbers were on the opposite engines. After further fault finding it was found that the DEECs had been cross connected. It is suspected that this has been the case since manufacture due to the way the cables had been 'P'clipped and 'ty' wrapped. Cables rerouted to the correct components but due to the lay out of the cables it would still be possible to cross connect them.
201011769	20/10/2010	18:35	Wales	Fixed wing	B767 en route at FL320 was targeted by a green laser. Local authorities informed.	
201012628	08/11/2010	12:57	Aberporth	Fixed wing	Infringement of active Danger Area EG D201 (Aberporth) at 1257hrs by an A320 squawking 7514. LACC Sector 5/8 were contacted and advised that a/c was working Dublin. A/c left the area at 1300hrs.	Investigation established that the A320, maintaining FL300 en route to Dublin, was given a direct routing to VATRY by the LACC BHD controller. The route took the a/c through the STU Reduced Coordination Area (RCA), but the BHD controller was unaware that the RCA was not available for use. The a/c was transferred to Dublin between STU and VATRY. The BHD Planner pointed out to the Tactical that the RCA was not active and the Tactical attempted to issue the A320 with a heading, not realising the a/c had already been transferred. The Planner contacted Dublin Control to resolve the issue. □ CAA Closure: Following this incident, LACC issued a unit instruction to clarify to controllers when the RCA is available.
201013117	19/11/2010		Hawarden	Fixed wing	ATC unable to contact a/c due to equipment failure. Destination unavailable due weather. A/c diverted.	

201013487	05/12/2010	15:41	Hawarden	Fixed wing	A/c had diverted several times due to fog but due to a fuel shortage a/c made a landing into a field.	During approach pilot heard that fog was closing in. On arrival a bank of fog had covered the runway. ATC requested a go-around. Diversion initiated but pilot was informed that fog was also present. Pilot decided to make a forced landing and declared a fuel emergency. A/c landed in field. A/c was inspected for damage with none found.
201014029	14/12/2010	14:46	Aberporth	Unknown	Two military a/c infringed active Danger Area EG D201 (Aberporth).	
201100853	24/01/2011	15:29	Aberporth	Unknown	Military ATC observed a military squawk entering EG D201 (Aberporth) Danger Area. ATC called appropriate unit and a/c was seen exiting the range.	
201101290	08/02/2011	16:50	Hawarden	Fixed wing	Infringement of Airway N864 (Class A) by a C172 squawking 1177 at FL50.	Scottish West Supervisor had called LACC asking if they were in contact with an a/c to the Southwest of Hawarden, squawking 1177. With the aid of FID, they observed the a/c and asked the pilot to verify his altitude/level, to which he confirmed 5200ft. The pilot apologised and explained that he had accidentally drifted off track. He was asked to contact the supervisor at Scottish when convenient.
201101679	17/02/2011	09:00	Hawarden	Rotorcraft	Nitesun bulb blown.	
201102041	01/03/2011	10:53	Aberporth	Unknown	A/c executed uncommented barrel roll, climb and descending port turn before striking ground.	
201102715	19/03/2011	12:37	Hawarden	Fixed wing	Conflict between PA28 and PA38 due to PA28 landing on wrong runway.	PA28 provided joining instructions for correct runway by ATC, which was acknowledged. PA38 cleared into the visual circuit. Arrival of PA28 appeared normal until pilot reported being 'left of the runway'. ATC was unable to see the a/c where expected. Traffic information passed to a departing helicopter who reported seeing the PA28 beneath. PA28 reported 'finals to land' without providing runway designation. A/c became visual and a clearance to land provided twice, neither of which were acknowledged. Pilot of PA38 reported that only narrowly avoided PA28 by approx 150ft during initial climb. □ CAA Closure: No follow up action was taken at the time by the ATSU, however the pilot is aware of the event and apologised.
201105445	19/05/2011	13:13	Aberporth	Unknown	Infringement of the West Wales Airport RA(T) by unidentified a/c. Traffic info given. UAV active.	

201105510	20/05/2011	14:00	Hawarden	Fixed wing	Nose wheel corrosion caused by lack of maintenance.	During a maintenance check it was noted that the nosewheel bearings were grinding when the wheel was spun. Upon investigation, it was discovered that all the bearings required replacement and the wheel had considerable amount of corrosion present. The grease that remained in the bearings appeared to be several years old. Upon researching the Maintenance Schedule, it transpired that greasing of the bearings is only required at tyre replacement. Further research of the Maintenance Manual called up wheel bearing greaserenewal at annual maintenance and at tyre replacement. The a/c has had two annual checks carried out recently. Reporter feels that the Maintenance Schedule needs to be amended to incorporate wheel servicing at annual check to comply with the Maintenance Manual. □ CAA Closure: The manufacturer / operator meeting was last carried out on 27 Jan 2012. At this meeting the manufacturer confirmed that their base-line maintenance schedule was under review, and that this particular issue was under consideration. EASA PCM informed of ongoing issues regarding company supporting TCDS.
201106220	01/06/2011	16:35	Hawarden	Fixed wing	Flaps jammed at first stage extension during flight.	Following landing, the flap lever was free although it was then noted to become loose with the flaps remaining partially extended. Flap lever assembly replaced. The reporter suggests educating pilots in the correct operation of the flap lever.
201106437	10/06/2011	15:00	Hawarden	Fixed wing	Nr1 engine failure. MAYDAY declared and a/c diverted. Uneventful landing with RFFS in attendance.	
201107595	03/07/2011	11:25	Hawarden	Fixed wing	Infringement of the Manchester TMA (Class A) by a Europa.	Pilot later reported he would be refreshing his navigational skills training.
201107732	06/07/2011	16:03	Hawarden	Fixed wing	PAN declared due to loss of nr1 engine. A/c returned for engineering assistance.	
201107915	09/07/2011	18:50	Hawarden	Fixed wing	Altitude deviation during the SID.	As the a/c reached 6200ft during a RH turn, ATC instructed an immediate descent to 5000ft and a return to the previous heading. Distraction involved due to a rushed departure.
201108392	20/07/2011	13:00	Hawarden	Fixed wing	PAN declared due to smoke within the cabin.	Smoke appeared within the cabin along with a strong burning smell which was coming from behind the avionics panel. PAN declared. The smoke had stopped by final approach and no further assistance was required. Engineering carried out a full inspection but nothing was found.
201108869	31/07/2011	10:55	Welshpool	Unknown	D&D Cell Report: Pilot lost. Assistance provided and a/c landed safely.	
201108873	26/07/2011	15:12	Caernarfon	Fixed wing	UK Reportable Accident: A/c bounced on landing. Go-around performed and on subsequent landing NLG collapsed. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot had flown from Woodvale to Caernarfon, where the runway in use was R/W26. The flight had been normal but the pilot reports that on his first approach at Caernarfon the touchdown was heavy and the a/c bounced, so he performed a go-around. The second landing was much more satisfactory but the nose leg collapsed, probably from damage incurred in the first touchdown. The pilot considers that a contributory factor in the heavy first touchdown may have been a reversal of wind direction during the final approach. AAIB Bulletin 12/2011, Ref: EW/G2011/07/30
201110801	10/09/2011	16:04	Hawarden	Fixed wing	PAN declared due to a rough running engine. A/c landed safely.	
201111308	20/08/2011	21:41	Hawarden	Rotorcraft	EC135 returning to base targeted by green laser originating from Queensferry. Offender arrested.	

201111348	07/09/2011	13:00	Hawarden	Unknown	Partial loss of electrical system.	At FL410, A/P, A/T and yaw dampers lost, followed by rudder fault. With no action taken the messages cleared and systems re-engaged. Approx. 2mins later, further failures appeared, with some clearing, and due to the synoptic not displaying the issue with the system, the crew elected to divert. During descent, the APU failed to start on two occasions and gave 'APU Fail' message. The a/c landed safely.
201111477	24/08/2011	21:10	Hawarden	Fixed wing	B737 in descent at FL60 targeted by green laser 12nm Southwest of airport. Authorities informed.	
201111496	25/09/2011	13:59	Hawarden	Fixed wing	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.
201111977	04/09/2011	00:05	St Athan	Rotorcraft	EC135 on task at 2200ft targeted by laser. Offender identified and arrested.	
201112078	30/09/2011	08:32	Hawarden	Fixed wing	Infringement of the Manchester TMA (Class A) and Airway N864 (Class A) by an AA5 at 4000ft and 3300ft respectively.	Investigation established that the AA5 was pre-noted to Hawarden Approach by London FIS. The a/c was at 4000ft outside CAS and instructed to free-call Hawarden. The a/c was not transponder equipped. When the AA5 called Hawarden and was identified and given a Basic Service, the Hawarden Approach controller realised that the a/c was within Manchester TMA airspace (base 3500ft). The a/c was on a track towards Liverpool. The PC WAL sector and Liverpool Approach were informed and the AA5 instructed to descend out of CAS. As the AA5 left CAS, it was instructed to route to WAL and free-call Liverpool Approach. However, Liverpool Approach returned the AA5 to the Hawarden frequency. The Hawarden controller then realised that the a/c had now penetrated Airway N864 and so it was instructed to descend clear. No other traffic was affected. The pilot reported that, just prior to flight, he had been informed that the a/c's transponder was u/s, which he stated was undesirable, but no other a/c was available. He believed that he had miscalculated the requirement to descend to avoid Manchester airspace and that a more explicit request to London FIS for a service from Liverpool or Manchester may have helped. □ CAA Closure: The pilot reported that, had he known that the transponder was going to be u/s in advance, he may have selected a different route across country. In retrospect, the pilot critically assessed the circumstances of the airspace infringements and was also given further support advice and information from the ATC investigations team.
201112530	10/10/2011		Caernarfon	Fixed wing	PAN declared D & D Controller. Pilot lost, steers given. A/c diverting due to fuel state.	

201112883	01/08/2011		Caernarfon	Fixed wing	During a check flight, it was found that the RH engine would not relight at 25,000ft.	During engineering investigation, it was noted that only one of the ignitor plugs was operating. With the ignitor plug removed, it was noted not to have an internal 'spike' to locate into the ignitor lead. The second ignitor plug was found to be the same. The engine had been received from an overhaul facility, and was found to be complete with new ignitor plugs. It was not realised by the engineering staff that there were two different specifications of ignitor plug that could be fitted to these engines. The ignitor plugs are externally identical, even of the same colour, and the ignitor leads will fit onto either plug without distress. Due to the high energy output from the HEIU, the spark can easily jump the gap between the end of the ignition lead and the internal contact of the 'spike less' plug, allowing normal starting on the ground and at altitudes of less than 20,000ft. The original ignitor plugs were refitted and tested satisfactorily.
201113444	26/10/2011	11:25	Aberporth	Rotorcraft	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 Briefing 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. □ CAA Closure: Although active on the day of the occurrence, D202 did not appear as active on the Narrow Route Brief.
201113556	12/10/2011	09:20	Hawarden	Rotorcraft	PAN declared due to Engine Chip Caption. A/C diverted.	
201113583	29/10/2011	17:15	Welshpool	Rotorcraft	Nr2 engine failure in the hover.	Whilst in the hover prior to landing, the a/c 'waggled' approx three times and a popping sound was heard, immediately followed by the torque split alarm. Nr2 Tq needle was dropping, as was N1 and N2. A/c landed and nr2 engine shut down. The TOT on nr2 engine was 900+deg C and paramedics on board both reported seeing flames and glowing embers around the engine exhaust. Pilot operated both extinguishers in turn as the origin of the fire could not be determined. Subsequent inspections revealed a catastrophic failure of the nr2 engine compressor assembly in the area of the axial compressor stage 6. Engine replaced. □ CAA Closure: The initial probable cause of the compressor failure was deemed to be FOD, given that the other modes of failure, corrosion and erosion, could not be identified in the compressor assembly. The FOD turned out to be a small piece of locking wire, thought to have been swept up from the engine decking in the post event clean-up. Subsequent OEM investigations concluded that there was a FOD induced failure of a compressor blade. Continuation training has been revised to include a section relating to the importance of minimising FOD and promoting second inspections prior to cowling closure.

201113941	02/11/2011	10:48	Hawarden	Fixed wing	Burst tyres after landing.	A/c landed and was instructed to backtrack the runway. Pilot subsequently reported that they might have a deflated RH tyre and requested a visual inspection. Both RH tyres had burst and a/c was unable to continue taxiing resulting in the runway becoming blocked. A/c was subsequently recovered.
201114178	13/11/2011	08:00	Welshpool	Rotorcraft	Engine fuel leak during start up.	Nr1 engine failed to ignite on start up. Upon inspection, a large amount of fuel was seen on the inboard firewall of nr1 engine bay. Fuel supply pipe union to engine start electro valve found loose. Union re-tightened and ground runs carried out satisfactorily.
201114898	01/12/2011	18:10	Hawarden	Rotorcraft	EC135 at 1300ft whilst operating in the Wrexham area was targeted by a green laser. There were at least six attacks which lasted for up to 10secs each. Two individuals were identified and arrested.	
201114976	02/12/2011	11:37	Hawarden	Fixed wing	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.
201115195	09/12/2011	13:15	Aberporth	Fixed wing	Infringement of active Danger Area D201 (Aberporth) by a Starduster SA300 at 2000ft. Active trials aborted. Pilot instructed to clear area by quickest route.	Pilot was routing 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. □ CAA Closure: The pilot apologised when informed of his digression.
201115376	13/12/2011	16:20	Hawarden	Fixed wing	At 1000ft on approach loss of airspeed together with windshear warning. Windshear escape guidance followed and go-around flown.	
201200053	04/01/2012	09:58	Hawarden		White van in between barriers and wigwags was observed proceeding through the wigwags and crossed R/W04. Vehicle left aerodrome before it could be traced. ATC training in progress.	Incursion occurred whilst an EMB145 was backtracking and lining up for R/W22 from holding point A. The driver has been identified and his driving permit withdrawn,
201200589	18/01/2012	13:20	Hawarden	Fixed wing	LH bus feeder circuit breaker tripped during climb resulting in failure of LH instruments. PAN declared and a/c returned.	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. □ CAA Closure: Investigations found that the initial problem was that after maintenance, there was a fault on the lighting circuit. The fault was identified and also the RH current limiter was replaced, this being due to the power still being applied to the a/c during fault finding activity and creating an opportunity for the RH current limiter to become short circuited. Unbeknown to the engineer, the LH current limiter had also blown but had not been identified and once the a/c became airborne, the RH current limiter could not sustain the load therefore giving a reduced electrical capability. Due to the possibility of the inappropriate action of not removing electrical power during troubleshooting, the organisation advised engineering staff to check the current limiters after fault diagnostics as a precautionary action.

201201558	08/02/2012	09:30	Hawarden	Rotorcraft	RH engine chip light illuminated during cruise. A/c returned.	
201202608	11/03/2012	12:45	Caernarfon	Fixed wing	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. AAIB AARF investigation.	CAA Closure: The a/c touched down beyond the normal landing point and the pilot inadvertently applied less than the required brake pressure to decelerate the a/c in the remaining distance available. It overran the runway before being brought to a stop. The pilot considered that he had placed his feet incorrectly on the rudder pedals, such that he could not apply full braking effort. He felt that this, and the extended float and a very narrow window of opportunity to reject the landing, were contributory to the accident. AAIB Bulletin 05/2012, Ref: EW/G2012/03/07
201202917	20/03/2012	11:20	Aberporth	Microlight	Infringement of active Danger Area EG D201 (Aberporth) by Eurostar squawking 4537 at 3000ft. Range operations suspended until a/c was clear.	Pilot had been told to remain outside of D201, prior to the range becoming active. □ CAA Closure: Pilot contacted. Remedial advice dispensed.
201203832	11/04/2012	14:23	Hawarden	Unknown	A/c left the runway following touchdown when it veered and ground looped, which took it onto the grass.	The a/c returned to the runway and taxied off normally. Pilot reported no damage. Runway inspection carried out before further landings approved, no damage or FOD was found.
201203992	15/04/2012	14:13	Hawarden	Unknown	A/c performed go-around due to indications of tailwind. On landing LH wing dipped and appeared to strike runway. Pilot reported no damage but glass was found on runway.	When a/c landed and LH dipped and struck runway the a/c veered sharply to left and left runway onto grass between PAPI and Foxtrot. The a/c continued in a sharp LH turn and re-entered the runway before pilot appeared to regain control and the vacated runway. Fire services followed a/c to parking area and found damage to LH wingtip navigation light and glass was found adjacent to landing position on runway.
201204035	15/04/2012	15:45	Hawarden	Fixed wing	Infringement of Airway N864 by a Lancair squawking 7000 indicating FL60. A/c identified via Mode S. CAIT activated. Inbound Hawarden flight descent stopped at FL80. Separation subsequently lost.	An investigation team met the pilot at the Sleaf community infringement briefing. Pilot admitted the infringement and said it was due to complacency. CAA Closure: The relevant team briefed the Sleaf pilot community and gave appropriate advice on infringement reduction.
201204226	18/04/2012		Hawarden	Fixed wing	After touch and go landing gear handle failed to move and could not select gear up.	A/c placed on jacks and landing gear cycled three times but fault not reproduced. A/c lowered on jacks until landing gear handle hook engaged, then raised for full extension of oleo but hook remained engaged. Further investigation carried out and fault traced to RH main gear safety switch.
201204725	01/05/2012	15:00	Hawarden	Fixed wing	P2 inboard forward seat rail, stop and pin not installed.	The parts were discovered beneath the P2 seat. Engineers were unable to determine whether the stop and pin had not been fitted or had worked loose. Re-fitted and tested satisfactorily.
201204739	19/04/2012	15:00	Hawarden	Fixed wing	Incorrect DME coding for R/W04 ILS approach.	After checking the DME remote control panel, it was found that both DME transponders had been set to code 'IHDN' instead of 'IHDN' for R/W22 and 'IHDN' for R/W04. Appropriate follow up action has been taken and a NOTAM has been raised highlighting the problem.
201204976	10/05/2012	13:00	Hawarden	Fixed wing	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. Damper fwd attach bolt found to be too short to accommodate correct locking device. Damper replaced with correct locking device.
201205024	11/05/2012	07:46	Hawarden		Runway incursion by a cyclist. Vehicle dispatched to investigate. Individual subsequently arrested by onsite police. No a/c were moving on the aerodrome and no arrivals pending at the time.	

201205250	16/05/2012	08:35	Aberporth	Fixed wing	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.
201205308	15/05/2012	04:00	Hawarden	Rotorcraft	A/c returned due to nr1 engine FADEC failure.	FRC's actioned and a/c returned for engineering assistance. Fault traced to oil contamination of the 'NG A' sensor plug.
201205452	15/05/2012	16:00	Hawarden	Unknown	FOD found on runway. Backtracking a/c reported the FOD which was an extendable inspection mirror. Local investigation initiated.	
201205602	23/01/2012	14:36	Aberporth	Fixed wing	Possible poor primary radar return. ATC became aware there was little or no primary radar return whilst providing aBS 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.
201205634	22/05/2012	13:50	St Athan	Rotorcraft	A/c returned after nr1 engine fuel filter caption illuminated. Engineering assistance requested.	Investigation found that the incorrect process had been followed to treat the a/c fuel system for biological contamination. A/c fuel system tanks drained and refilled. Nr2 engine fuel filter replaced.
201205894	28/05/2012	14:30	Aberporth	Fixed wing	Infringement of one or both Danger Areas EG D201 and EG D202 (Aberporth) by a Mooney 20 at 2000ft. An RPAS (Remotely Piloted Aircraft) launch clearance was rescinded due to infringing a/c.	Aberporth believed a/c was one they had spoken with earlier in the day and called its callsign, but a/c was not on frequency. A/c then contacted West Wales ATC and was transferred to Aberporth, who advised Mooney 20 of quickest route out of D202 and placed them under a BS. Pilot apologised. Pilot had misread charts and thought D202 had a base of FL125. Aberporth confirmed D202 is from SFC to FL125. Depiction of vertical limits of the D202 Danger Area to be reviewed on Edition 38 of the Southern England and Wales Aeronautical Chart (ICAO) 1:500,000.
201205919	30/05/2012	16:00	Hawarden	Fixed wing	Rejected take-off due noise and a flash. Runway inspected, nothing found. No assistance requested.	
201206199	07/06/2012	08:55	Hawarden	Fixed wing	Birdstrike during go-around. Damage sustained.	One bird was struck and remains found around the undercarriage. Wheel was replaced.
201206467	12/06/2012	14:11	Aberporth	Unknown	Infringement of active Danger Areas D202C and D201 (Aberporth) by two military a/c with Mode C indicating FL144. One 7000 squawk and one non-squawking.	It has subsequently been revealed that the pre-flight planning had included a NOTAM cx on the status of the D202 complex. However, an incorrect height of 10000ft had been noted and amended on the charts.
201207189	22/06/2012	09:03	Hawarden	Fixed wing	PA38 issued with a take-off clearance R/W22 whilst a grass mowing vehicle was still in the clear and graded area. Vehicle in excess of 90m from the runway centreline.	
201207279	27/06/2012	17:15	Hawarden	Fixed wing	Large amount of hydraulic fluid seen dripping from the tailcone area.	Investigation noted 'A' system hydraulic reservoir contents had depleted by 50%. Leak traced to two pipes located behind the hydraulic ground service ports that had chafed against each other. This was due to the positioning of a 90deg elbow located on the hydraulic fill manifold connected to the fill pipe which had been carried out at build.
201207407	24/05/2012	14:10	Caernarfon	Fixed wing	Birdstrike during take-off resulted in spinner separating from a/c.	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.

201207596	05/07/2012	13:30	Aberporth	Rotorcraft	Infringement of Danger Area EG D202 (West Wales) by an Agusta 109 squawking 7000 at 2000ft, during RPAS trial. Traffic info and avoiding action given to a military a/c at FL60.	Subsequent tracing action led to the helicopter being identified. After landing pilot called Aberporth as requested. Pilot apologised and appropriate advice offered.
201207764	10/07/2012	00:35	St Athan	Rotorcraft	Nr2 engine CHIP caption illuminated in cruise. Fuzz burner operated twice, caption remained on. Engine retarded to idle, PAN declared, a/c returned.	Both nr2 engine Magnetic Chip Detectors and oil filters removed and checked, no debris found. Engine runs completed with no caption.
201208255	17/07/2012	14:51	Hawarden	Rotorcraft	Runway incursion. Agusta A109 inadvertently cleared for take-off whilst runway occupied by two vehicles.	ATC training in progress. Both vehicles were in the process of vacating the runway so ATC elected to allow the Agusta A109 to continue his take-off as this was the safest option and there was no risk of collision.
201208384	05/07/2012	08:40	Hawarden	Fixed wing	Landing gear lever disagree' message after take-off.	QRH actioned and a/c continued to destination at reduced speed as short sector and non-urgent situation.
201208451	18/07/2012		Hawarden	Fixed wing	Aircraft 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. □ CAA Closure: Organisation was unable to determine where the replacement float had come from and therefore replaced the whole unit as it could not be confirmed that the metal float was indeed the root cause.
201208461	24/07/2012	12:26	Hawarden	Fixed wing	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.
201210454	01/09/2012	18:40	Hawarden	Fixed wing	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/IOM 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.
201212149	02/10/2012	20:30	RAF Valley	Rotorcraft	During installation of a replacement it was discovered that the hoist power cable was incorrectly fitted to aircraft connector.	On checking the connector it was found that it had been connected 180deg out resulting in the polarity being reversed. Refitted correctly.
201212444	12/10/2012	10:29	Hawarden		Bird control vehicle proceeded across Holding point D towards the runway without ATC clearance. No a/c were moving at the time of the incident.	
201212926	23/10/2012		Hawarden	Fixed wing	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. □ CAA Closure: □ There are publications relevant to this event and the current inspection and maintenance criteria is considered satisfactory and accomplished to the TC recommendations.
201306843	07/06/2013		Hawarden	Fixed wing	Main rudder control cable found chafing oxygen bottle.	Upper RH oxygen bottle had been worn through to a depth of approx 0.01in. The oxygen bottle retaining clamp was found to be loose and the oxygen bottle appeared to have slipped aft. Oxygen bottle replaced.

201315758	04/12/2013	10:07	Llanbedr	Fixed wing	Infringement of Danger Area D201 (Class G) by a pair of fast jets.	A pair of 7001 squawks were observed operating south of the Lleyn peninsula in the vicinity of D201. The aircraft were low level, operating at various altitudes, Controller had primary and secondary radar contact. A blind call was made on 119.650 and 338.925 simultaneously with no response. At 1007 the 2 aircraft infringed D201 bearing from Llanbedr 240 16NM. The aircraft strayed into D201 by approximately 3NM before leaving in the same area as entering. I made a blind call on 119.650 and 338.925 advising that the aircraft were within D201. Controller subsequently advised that they had a GPS problem and were attempting to remain clear of D201 visually.
201402083	18/02/2014	22:30	St Athan	Rotorcraft	Main transmission 'Chip' caption illuminated during engine start.	XMSN CHIP caption illuminated on the CAD. Aircraft shutdown and taken off-line. Duty Ops and engineering informed.
201405011	24/04/2014	13:58	Aberporth	Fixed wing	B767 received a TCAS RA against a military aircraft. STCA activated. Traffic info given. Standard separation maintained.	I was the s5/8/23/35 planner. at approx 1351 LAS West came over to point out a 4531 squawk, and said that it was a military aircraft operating in the MTA up to FL320 and would be coming right up to the edge before turning away. This did not seem particularly unusual or worrying. I identified the squawk. At time 1355 the military aircraft had manoeuvred sufficiently close to UN14/UM17 that it was beginning to cause concern. I rang military ATC and told them to maintain FL320 and we would miss them by 1000'. The military controller protested and said he was remaining in the danger area. Shortly afterwards military ATC rang to say that the military aircraft wanted to operate in the block FL300-FL320. I told military ATC to miss a B767, and suggested they do it by using a radar heading. The response from military ATC was fairly non-committal. At time 1358 the tactical turned B767 left 30 degrees, and then STCA activated. Traffic information was passed to B767, who asked why the other aircraft was not under radar control as it had appeared on TCAS. The aircraft passed abeam each other at a range of 6 miles. D201, D201a and D201e were all active up to FL660, and the RCA was not available. BCN 2.1.12 N14/UN14 states "when EGD201 is active, aircraft must remain on or South of the centre-line to ensure separation from EDG201." At its closest point there is only 2 miles between the centreline of UN14 and D201. There is no separation between D201 and UM17. There is no separation between D201a and UN14. There is only 1 mile separation between D201e and UN14.