15 October 2015
Reference: F0002503

Dear XXXX,

I am writing in respect of your recent request of 5 October 2015, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

I am emailing yourselves to see if you possibly have any information regarding failures in landing gear of light aircraft. I am seeking information as I am doing some ground work with regards to doing my honours year project which I hope to revolve around aviation. Any information would be a great help and I hope to hear back from you.

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

We have carried out a search of the CAA database for any report involving an aircraft with a maximum take off mass up to weight group 5700kg, which has suffered any landing gear event for the period 1 January 2013 to all processed reports as at 7 October 2015, and provided a summary in the attachment. The events recorded include fixed wing or rotorcraft and are provided regardless of nationality or location.

We have not included 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) 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

Mark Stevens  
External Response Manager
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.
<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Aircraft</th>
<th>Vehicle Number</th>
<th>Manufacturer</th>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>201301340</td>
<td>08/02/2013</td>
<td>Microlight</td>
<td>0-2 250 Kg</td>
<td>PIPER PA28</td>
<td>EGGP (LPL): Liverpool</td>
<td>Technical Malfunction (A/C)</td>
</tr>
<tr>
<td>201301312</td>
<td>02/02/2013</td>
<td>Fixed wing</td>
<td>0-2 250 Kg</td>
<td>ROCKWELL 112</td>
<td>EGMD (LYX): Lydd</td>
<td>Technical Malfunction (A/C)</td>
</tr>
<tr>
<td>201301635</td>
<td>15/02/2013</td>
<td>Fixed wing</td>
<td>0-2 250 Kg</td>
<td>PIPER PA28R</td>
<td>EGMD (LYX): Lydd</td>
<td>Technical Malfunction (A/C)</td>
</tr>
<tr>
<td>201300357</td>
<td>11/01/2013</td>
<td>Fixed wing</td>
<td>2 251 to 5 700 Kg</td>
<td>CESSNA 406</td>
<td>EGNH (BLK): Blackpool</td>
<td>Technical Malfunction (A/C)</td>
</tr>
<tr>
<td>201301390</td>
<td>07/02/2013</td>
<td>Fixed wing</td>
<td>2 251 to 5 700 Kg</td>
<td>SUPERMARINE SPITFIRE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>201301202</td>
<td>01/02/2013</td>
<td>Fixed wing</td>
<td>2 251 to 5 700 Kg</td>
<td>BEECH 200</td>
<td>EGYD : Cranwell</td>
<td>Technical Malfunction (A/C)</td>
</tr>
<tr>
<td>201301202</td>
<td>01/02/2013</td>
<td>Fixed wing</td>
<td>2 251 to 5 700 Kg</td>
<td>BEECH 200</td>
<td>EGYD : Cranwell</td>
<td>Technical Malfunction (A/C)</td>
</tr>
<tr>
<td>201301056</td>
<td>29/01/2013</td>
<td>Fixed wing</td>
<td>2 251 to 5 700 Kg</td>
<td>PIPER PA31</td>
<td></td>
<td>Technical Malfunction (A/C)</td>
</tr>
<tr>
<td>201301110</td>
<td>07/01/2013</td>
<td>Fixed wing</td>
<td>2 251 to 5 700 Kg</td>
<td>SUPERMARINE SPITFIRE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>201301152</td>
<td>02/02/2013</td>
<td>Fixed wing</td>
<td>0-2 250 Kg</td>
<td>PEGASUS Q CYCLONE AIRSPORT</td>
<td></td>
<td>Go-around flown for visual inspection due to unsafe landing gear indication.</td>
</tr>
</tbody>
</table>

CAA Closure:

- During the landing, the nose gear lock was found to be partially engaged with the down lock pin. A washer was found to be stuck between the drag brace links (held in place by excessive grease), preventing full drag brace extension. The washer was removed and the gear lock recoupled.
- Emergency services attended.
- The aircraft was to be repaired and retested in accordance with the manufacturer's instructions.

**Note:**
- All dates are in the format DD/MM/YYYY.
- All incidents are related to technical malfunctions or other issues affecting aviation safety.
Rejected take-off during touch-and-go as landing gear panel not indicating three

UK Reportable Accident: On landing the a/c 201302316 02/03/2013 Fixed wing 0-2 250 Kg PIPER PA44 EGKA (ESH): Shoreham Technical Malfunction (A/C)

201302438 07/03/2013 Fixed wing 2 251 to 5 700 Kg PIPER PA31 EGMD (LYX): Lydd Technical Malfunction (A/C) Landing gear malfunction. 'Gear unsafe'

201301882 22/02/2013 Fixed wing 2 251 to 5 700 Kg PIPER PA31 EGAA (BFS): Belfast/Aldergrove Technical Malfunction (A/C) Go-around flown due to landing gear

201301831 17/02/2013 Microlight 0-2 250 Kg ZENAIR CH601 Nr Cumnock Not Assessable

201302478 04/03/2013 Fixed wing 0-2 250 Kg OTHER Chilton Park Pilot UK Reportable Accident: Nosewheel lights would not extinguish.

201302412 08/03/2013 Fixed wing 0-2 250 Kg DIAMOND DA42 EGNE : Repton/Gamston Design / Manufacture Insufficient control clearance was found

201301833 17/02/2013 Fixed wing 0-2 250 Kg PIPER PA28 EGEO (OBN): OBAN Not Assessable Runway excursion. A/c left runway before bouncing across grassed area. Pilot reported that new brakes had caused this. Crash alarm operated and fire services attended.

201301763 20/02/2013 Rotorcraft 2 251 to 5 700 Kg AEROSPATIALE SA365 EGPE (INV): Inverness Design / Manufacture Extensive damage caused to main wheel

201301686 16/02/2013 Fixed wing 0-2 250 Kg SLINGSBY Burn Gliding Club Pilot Tyre burst on landing and the a/c nosed down striking the ground with the propeller lights would not extinguish.

lights would not extinguish. unsafe indication.

A/c damaged. AAIB AARF investigation.

Design / Manufacture Insufficient control clearance was found. The nose wheel steering mechanism during a post-inspection rebuild. When looking at other aircraft with this model of MLG it was noted that a brake unit 5003647-1 was fitted to the nose wheel and breaking tests were completed to check the brake unit was satisfactory. The brake was still functional. After the nose wheel broke away and the retracting mechanism was not immediately evident. The right mainwheel had been inspected by a local shop before becoming operational. AAIB Bulletin 06/2013, Ref: EW/G2013/02/07.
Pilot requested diversion due to no green undercarriage lights then declared that he would be shutting down LH engine on approach. A/c landed safely with emergency services in attendance.

Pilot was unable to extend the nose gear and move it into downlock, following which it was towed to a hangar. The pilot... indication which would be expected for a correctly locked landing gear. The maintenance company have reported that,....

The pilot reported that, after a normal approach, called finals at about 2 miles, selected the landing gear and flaps down but... the nature of the engine stoppage suggested fuel starvation, but an examination immediately after the accident... fuel system had been disassembled, and an investigation is proceeding as to the method of that check. The... found sufficient fuel onboard and no fuel system defect. The builder of the aircraft has undertaken to advise the AAIB of the results of an engine run. AAIB Bulletin 08/2013, Ref: EW/G2013/04/04.

The pilot reported that, after a normal approach, called finals at about 2 miles, selected the landing gear and flaps down but... the nature of the engine stoppage suggested fuel starvation, but an examination immediately after the accident... fuel system had been disassembled, and an investigation is proceeding as to the method of that check. The... found sufficient fuel onboard and no fuel system defect. The builder of the aircraft has undertaken to advise the AAIB of the results of an engine run. AAIB Bulletin 08/2013, Ref: EW/G2013/04/04.

After landing in a field close to the runway, the aircraft was towed to an open field. Further investigation after replacement of the castor unit showed the nose wheel assembly to be fixed by bolts.

After landing in a field close to the runway, the aircraft was towed to an open field. Further investigation after replacement of the castor unit showed the nose wheel assembly to be fixed by bolts.

After landing in a field close to the runway, the aircraft was towed to an open field. Further investigation after replacement of the castor unit showed the nose wheel assembly to be fixed by bolts.

After landing in a field close to the runway, the aircraft was towed to an open field. Further investigation after replacement of the castor unit showed the nose wheel assembly to be fixed by bolts.

After landing in a field close to the runway, the aircraft was towed to an open field. Further investigation after replacement of the castor unit showed the nose wheel assembly to be fixed by bolts.

After landing in a field close to the runway, the aircraft was towed to an open field. Further investigation after replacement of the castor unit showed the nose wheel assembly to be fixed by bolts.

After landing in a field close to the runway, the aircraft was towed to an open field. Further investigation after replacement of the castor unit showed the nose wheel assembly to be fixed by bolts.

After landing in a field close to the runway, the aircraft was towed to an open field. Further investigation after replacement of the castor unit showed the nose wheel assembly to be fixed by bolts.

After landing in a field close to the runway, the aircraft was towed to an open field. Further investigation after replacement of the castor unit showed the nose wheel assembly to be fixed by bolts.

After landing in a field close to the runway, the aircraft was towed to an open field. Further investigation after replacement of the castor unit showed the nose wheel assembly to be fixed by bolts.

After landing in a field close to the runway, the aircraft was towed to an open field. Further investigation after replacement of the castor unit showed the nose wheel assembly to be fixed by bolts.
201304158 20/04/2013 Fixed wing 0-2 250 Kg CESSNA 210 EGGP (LPL): Liverpool Technical Malfunction (A/C) A/c left the paved surface following a landing in strong crosswinds. The pilot managed to slow the aircraft down on the runway before stopping and then vacated the runway. No emergency services were called out.

201304188 20/04/2013 Fixed wing 0-2 250 Kg PIPER PA28 EGPK (PIK): GLASGOW PRESTWICK Pilot Go-around flown following a bounced landing in fairly windy conditions. The pilot later realised that a propeller strike had occurred. The a/c had bounced twice and the pilot initiated a go-around, landing safely on the second attempt. ATC were contacted after landing to advise that there was damage to the a/c propeller and nosewheel cowl. A subsequent runway inspection found fibreglass debris and gouge marks to the tarmac at the intersection point of R/W21 and R/W31.

201304340 23/04/2013 Rotorcraft 2 251 to 5 700 Kg MD HELICOPTER MD900 EGXZ: Topcliffe Not Assessable Damper sleeves damaged. Suspected heavy landing. The aircraft was on the ground when a loud noise was heard and the pilot decided to inspect the main rotor. The noise continued and was identified as coming from the main rotor blade. The aircraft was inspected and found to be in the same condition. On remeasuring both pitch stops, two of the pitch stops were found to be set incorrectly. The manufacturer was notified and the pitch stops were corrected. On inspection of the forward cross tube, it was found that the forward cross tube had been damaged. The forward cross tube had been damaged and the forward cross tube was replaced. The main rotor blade was found to be damaged and the blade was replaced. A subsequent inspection of the forward cross tube revealed significant damage to the forward cross tube. The forward cross tube was replaced and the aircraft was returned to service.

201304344 20/04/2013 Microlight 0-2 250 Kg COMCO IKARUS C42 Nr Garristown Pilot UK Reportable Accident: Wire strike on approach to land in open field. Two POB, no reported injuries. Minor damage to a/c. Third party damage, two 20kv power lines severed. AAIU investigation. While conducting an approach into a private agricultural field, the aircraft made contact with and severed two power lines. The pilot performed a go-around and reapproached for a second attempt. During the second approach, the power lines caused the aircraft to lose power. The pilot then made a hard landing on the power lines and then landed in a field. The pilot and passenger were uninjured. AAIB Report No 2013-017.

201304686 22/04/2013 Microlight 0-2 250 Kg OTHER Swansea Met UK Reportable Accident: Forced landing carried out due to deteriorating weather. A/c struck a stone causing nose leg to collapse. Two POB, no injuries. AAIB AARF investigation. CAA Closure: The aircraft was one of two which encountered rapidly deteriorating weather conditions during a ferry flight. The second aircraft encountered similar weather conditions and was in the same position as the first aircraft. The second aircraft also encountered low cloud and was forced to divert to an unsuitable airport. The first aircraft struck a stone causing the nose leg to collapse. The pilot and passenger were uninjured. AAIB Bulletin 07/2013.

201304689 20/04/2013 Fixed wing 0-2 250 Kg ROCKWELL 112 EGCV: Sleap Technical Malfunction (A/C) Landing gear failed to lock into place. Aircraft circled and after approx 1hr the landing gear successfully locked down and aircraft landed safely.

201304710 01/05/2013 Fixed wing 0-2 250 Kg PIPER PA38 EGGP (LPL): Liverpool Technical Malfunction (A/C) Aircraft reported nose wheel steering problems and had taxied on to the grass north of R/W27. The aircraft was moved clear by the RFFS.

201304735 24/04/2013 Fixed wing 0-2 250 Kg SOCATA TB20 EDDR (SCN): Saarbrucken Technical Malfunction (A/C) Noise from nose wheel on departure. Flight continued as normal until upon landing, once the nose wheel touched the runway, the aircraft veered to one side, but did not leave the runway.
C172 pilot allegedly felt under pressure to turn off R/W 20, due to a following helicopter on the next turning. The pilot was adamant that he braked hard and fully but the aircraft did not slow down. The company’s safety sub-committee have taken appropriate action.

CAA Closure: After take-off the pilot was informed that a tailwheel assembly had been found on the runway. A flypast of visual and NDT inspection for all Short Skyvan NLG sliding tubes was carried out, but no damage was found. The tailwheel mounting structure was therefore not under ongoing flight checks. There is no requirement to carry out a scheduled inspection of the tailwheel mounting structure. As the tail was not damaged, the reason for the finding could not be determined. CAA Bulletin 08/2013, Ref: EW/G 2013/05/05.

201305227 06/05/2013 Fixed wing 0-2 250 Kg CESSNA 172 EGNJ (HUY): Humberside Pilot C172 pilot allegedly felt under pressure to turn off R/W 20, due to a following helicopter on the next turning. The pilot was adamant that he braked hard and fully but the aircraft did not slow down. The company’s safety sub-committee have taken appropriate action.

CAA Closure: After take-off the pilot was informed that a tailwheel assembly had been found on the runway. A flypast of visual and NDT inspection for all Short Skyvan NLG sliding tubes was carried out, but no damage was found. The tailwheel mounting structure was therefore not under ongoing flight checks. There is no requirement to carry out a scheduled inspection of the tailwheel mounting structure. As the tail was not damaged, the reason for the finding could not be determined. CAA Bulletin 08/2013, Ref: EW/G 2013/05/05.

201305238 12/05/2013 Fixed wing 0-2 250 Kg PERCIVAL

CAA Closure: The ATSU reported that whilst vacating the C172 at E would have provided expedite, there was no overiding reason for the C172 to vacate at E. Had the controller been aware of the pilot’s inexperience, the C172 would have been allowed to continue rolling to the next turning.

201305417 08/05/2013 Fixed wing 2 251 to 5 700 Kg PIPER PA31 EGMD (LYX): Lydd Technical Malfunction (A/C) Reportable Accident: Nosewheel and undercarriage appeared to be stuck down and attitude. There were no injuries to the crew or passengers. The nose landing gear track assembly detached during landing, resulting in a burst tyre and tube, which胀 burst when braking heavily after the main landing gear was down. Cracks found at the top of both sides landing gear. A/AA Bulletin 11/2013, Ref: 000/2013/05/05/02.

201305333 02/05/2013 Fixed wing 0-2 250 Kg JODEL D112 EGNF : NETHERTHORPE Not Assessable Heavy landing. Cracks found at the top of both sides landing gear. A/AA Bulletin 11/2013, Ref: 000/2013/05/05/02.

201305306 08/05/2013 Fixed wing 2 251 to 5 700 Kg PIPER PA31 EGBK (ORM): Northampton/Sywell Pilot misunderstood the controller's request asking if the C172 pilot was able to vacate the runway as an instruction and this resulted in the heavy braking and the LH tyre bursting. The pilot could have responded in the negative and the controller would have allowed the C172 to continue rolling to the runway with the following helicopter allowed to continue or land after. However the C172 pilot appears to have started turning to turn on the runway without clearance to backtrack and as a result of heavy braking the LH tyre burst.

201304888 04/05/2013 Fixed wing 0-2 250 Kg PIPER PA34 EGNH (BLK): Blackpool Technical Malfunction (A/C) ATC observed departing aircraft main brakes were not working as expected. The aircraft was diverted and held on the runway.

201305227 06/05/2013 Rotorcraft Unknown UNKNOWN EGNJ (HUY): Humberside Pilot C172 pilot allegedly felt under pressure to turn off R/W 20, due to a following helicopter on the next turning. The pilot was adamant that he braked hard and fully but the aircraft did not slow down. The company’s safety sub-committee have taken appropriate action.

CAA Closure: After take-off the pilot was informed that a tailwheel assembly had been found on the runway. A flypast of visual and NDT inspection for all Short Skyvan NLG sliding tubes was carried out, but no damage was found. The tailwheel mounting structure was therefore not under ongoing flight checks. There is no requirement to carry out a scheduled inspection of the tailwheel mounting structure. As the tail was not damaged, the reason for the finding could not be determined. CAA Bulletin 08/2013, Ref: EW/G 2013/05/05.

201305227 06/05/2013 Fixed wing 0-2 250 Kg CESSNA 172 EGNJ (HUY): Humberside Pilot C172 pilot allegedly felt under pressure to turn off R/W 20, due to a following helicopter on the next turning. The pilot was adamant that he braked hard and fully but the aircraft did not slow down. The company’s safety sub-committee have taken appropriate action.

CAA Closure: After take-off the pilot was informed that a tailwheel assembly had been found on the runway. A flypast of visual and NDT inspection for all Short Skyvan NLG sliding tubes was carried out, but no damage was found. The tailwheel mounting structure was therefore not under ongoing flight checks. There is no requirement to carry out a scheduled inspection of the tailwheel mounting structure. As the tail was not damaged, the reason for the finding could not be determined. CAA Bulletin 08/2013, Ref: EW/G 2013/05/05.
During landing
Burst tyre on landing
PAN declared due to LH landing gear light
As the a/c touched down, smoke was observed from the LH undercarriage. Pilot was advised and asked if any assistance was required. The a/c was slowed to taxi speed after landing and aircraft departed the runway, two POB, no injuries. AAIB AARF investigation.

The reported fault was confirmed and the aircraft was ferried to an approved organisation for repair. Since then, the maintenance organisation at the time has ceased operating and Airworthiness Information Leaflet. AAIB Bulletin 10/2013, Ref: EW/G2013/05/06.

CAA Closure: As the aircraft touched down after completing a training flight the left landing gear leg collapsed and, whilst on the approach, the aircraft swerved left, causing the nose leg and right main gear leg to collapse. The pilot considered that some damage may have been caused to the left propeller nacelle which a review of pre-flight inspection right was

CAA Closure: The aircraft was landing when the pilot sensed that the brakes had failed and realised that it would not be possible to stop the aircraft. The a/c ran onto the grass and came to a halt in a nose-down attitude with the nosewheel in a ditch. The braking system was found to be operational after the aircraft was recovered; the reason for the overrun could not be established. AAIB Bulletin 09/2013, Ref: EW/G2013/05/17.

CAA Closure: The pilot reported that he now had three green lights and with visual confirmation from the ATCO on duty for an approach that one main landing light was not illuminating upon landing gear selection. A quick inspection was conducted. AAIB Bulletin 08/2013, Ref: EW/G2013/05/16.

CAA Closure: The reported fault was confirmed and the aircraft was ferried to an approved organisation for repair. Since then, the maintenance organisation at the time has ceased operating and Airworthiness Information Leaflet. AAIB Bulletin 11/2013, Ref: EW/G2013/05/09.

CAA Closure: The pilot recycled the landing gear selection sequence with the same result. The a/c landed safely with emergency services present.

CAA Closure: The a/c landed safely with emergency services in attendance.

CAA Closure: After a review of the maintenance history has not been possible. The reported fault was confirmed and the aircraft was ferried to an approved organisation for repair. Since then, the maintenance organisation at the time has ceased operating and Airworthiness Information Leaflet. AAIB Bulletin 10/2013, Ref: EW/G2013/05/06.

CAA Closure: The aircraft was landing when the pilot reported that one main landing leg was not retracting in full, due to a review of the maintenance history has not been possible. AAIB Bulletin 08/2013, Ref: EW/G2013/05/16.

CAA Closure: The pilot reported only two green lights illuminated and that the LH main landing gear was indicating in the retracted position. A quick inspection was conducted. AAIB Bulletin 08/2013, Ref: EW/G2013/05/16.

CAA Closure: As the aircraft touched down after completing a training flight the left landing gear leg collapsed and, whilst on the approach, the aircraft swerved left, causing the nose leg and right main gear leg to collapse. The pilot considered that some damage may have been caused to the left propeller nacelle which a review of pre-flight inspection right was

CAA Closure: The pilot reported that he now had three green lights and with visual confirmation from the ATCO on duty for an approach that one main landing light was not illuminating upon landing gear selection. A quick inspection was conducted. AAIB Bulletin 08/2013, Ref: EW/G2013/05/16.

CAA Closure: As the aircraft touched down after completing a training flight the left landing gear leg collapsed and, whilst on the approach, the aircraft swerved left, causing the nose leg and right main gear leg to collapse. The pilot considered that some damage may have been caused to the left propeller nacelle which a review of pre-flight inspection right was

CAA Closure: The aircraft was landing when the pilot sensed that the brakes had failed and realised that it would not be possible to stop the aircraft. The a/c ran onto the grass and came to a halt in a nose-down attitude with the nosewheel in a ditch. The braking system was found to be operational after the aircraft was recovered; the reason for the overrun could not be established. AAIB Bulletin 09/2013, Ref: EW/G2013/05/17.

CAA Closure: The pilot reported only two green lights illuminated and that the LH main landing gear was indicating in the retracted position. A quick inspection was conducted. AAIB Bulletin 08/2013, Ref: EW/G2013/05/16.

CAA Closure: The aircraft was landing when the pilot reported that one main landing leg was not retracting in full, due to a review of the maintenance history has not been possible. AAIB Bulletin 08/2013, Ref: EW/G2013/05/16.
UK Reportable Accident: The aircraft made a heavy touchdown. The pilot reported that the landing gear had collapsed and the aircraft veered sharply to the left. The aircraft remained upright and the pilot and passenger, who were both wearing full harnesses, were uninjured. In his report, the pilot recognised that a go-around would have been the correct course of action. AAIB Bulletin 08/2013, Ref: EW/G2013/05/19.

CAA Closure: During take-off, the nose landing gear oleo and nosewheel detached from the aircraft. The pilot reported that in the flare the aircraft had recovered from the go-around but had felt a minor "bump" through the rudder pedals at rotation. After discussions with the Chief Flying Instructor on the VHF radio, a decision to turn back was made. After returning to the airport, the aircraft remained on the ground. Fire services attended. At the time of preparation of this report, no reason for this condition has been established, although the Light Aircraft Association (LAA) has requested the parts for examination. AAIB Bulletin 10/2013, Ref: EW/G2013/05/18.

CAA Closure: The pilot flew a normal approach and the aircraft "ballooned" in the flare, which the pilot attributed to him having difficulty polishing the flaps and undercarriage. After applying full power and making an approach to land, the aircraft became airborne and the pilot felt a minor "bump" through his rudder pedals. During the landing, the nose gear detached from the aircraft. The pilot reported that the nose gear was missing and that the landing gear leg had "dug in" to the grass. The missing wheel and brake assembly was recovered and a permanent patch had been applied to the grass. The pilot had taken off from R/W06 and he was of the opinion that the distribution of the components showed that the wheel had departed on take-off, although the presence of the wheel spat close to the touchdown point suggested that it was the wheel that had departed. It was found that the threads of all four bolts securing the wheel and brake mechanism to the landing gear strut had stripped. At the time of preparation of this report, no reason for this condition has been established, although the Light Aircraft Association (LAA) has requested the parts for examination. AAIB Bulletin 10/2013, Ref: EW/G2013/05/21.

CAA Closure: On touchdown the aircraft bounced and, in trying to retrieve the situation, pilot overcorrected and the aircraft went off the runway. After having made a decision to land, the pilot reduced power and the aircraft was towed back to the hangar. Fire services attended. At the time of preparation of this report, no reason for this condition has been established, although the Light Aircraft Association (LAA) has requested the parts for examination. AAIB Bulletin 10/2013, Ref: EW/G2013/05/14.

CAA Closure: On touchdown the aircraft struck the grass and the pilot made a decision to return to the airport. After contact had been lost with the pilot, the aircraft was declared by the relief pilot to be in a low pass. No further details. At the time of preparation of this report, no reason for this condition has been established, although the Light Aircraft Association (LAA) has requested the parts for examination. AAIB Bulletin 10/2013, Ref: EW/G2013/05/20.

CAA Closure: On touchdown the aircraft struck the grass and the pilot made a decision to return to the airport. After contact had been lost with the pilot, the aircraft was declared by the relief pilot to be in a low pass. No further details. At the time of preparation of this report, no reason for this condition has been established, although the Light Aircraft Association (LAA) has requested the parts for examination. AAIB Bulletin 10/2013, Ref: EW/G2013/05/21.

CAA Closure: On touchdown the aircraft struck the grass and the pilot made a decision to return to the airport. After contact had been lost with the pilot, the aircraft was declared by the relief pilot to be in a low pass. No further details. At the time of preparation of this report, no reason for this condition has been established, although the Light Aircraft Association (LAA) has requested the parts for examination. AAIB Bulletin 10/2013, Ref: EW/G2013/05/18.

CAA Closure: The pilot contacted tower to request a low pass to see whether the landing gear had extended fully or not. After making a decision to return, the aircraft was observed to have made a heavy touchdown and the left main landing gear collapsed, causing the aircraft to veer sharply to the left. ln the recovery, the pilot and his passenger, who were both wearing full harnesses, were uninjured. In this report, the pilot recognised that a go-around would have been the correct course of action. AAIB Bulletin 10/2013, Ref: EW/G2013/05/20.

CAA Closure: On touchdown the aircraft struck the grass and the pilot made a decision to return to the airport. After contact had been lost with the pilot, the aircraft was declared by the relief pilot to be in a low pass. No further details. At the time of preparation of this report, no reason for this condition has been established, although the Light Aircraft Association (LAA) has requested the parts for examination. AAIB Bulletin 10/2013, Ref: EW/G2013/05/14.
UK Reportable Accident: LH main landing

PEGASUS Q

Aircraft was engaged in circuit practice and accelerating after touchdown to perform a touch and go take-off. Aircraft was some 500m from the runway pavement with the nosewheel in a down position and its speed was just below the take-off speed. The main landing gear was observed by the instructor to be extended. The instructor corrected the pitch attitude and aircraft speed to close to take-off speed and safely pulled up. Bird remains found around nose gear oleo. Species identified as a Crow.

UK Reportable Accident: A/c failed to climb,

CYCLONE AIRSPORT

201307516 25/06/2013 Fixed wing 0-2 250 Kg PIPER PA28

EGLS : Old sarum

No Fault

201307148 15/06/2013 Fixed wing 0-2 250 Kg ZENAIR CH601

Glebe Farm

Maintenance

UK Reportable Accident: Vibration through

201307469 24/06/2013 Rotorcraft 2 251 to 5 700 Kg EUROCOPTER EC135

EGEG : GLASGOW CITY HELIPORT

Maintenance

Aft LH float indicated signs of fatigue. There were indications that one of these bolts had failed sometime before the day of the incident, causing additional stress on the other two bolts and also some fatigue on the arm. The failed bolts were replaced with new, gear tightened and functioned satisfactorily. As a precaution, due to the Failure access to inspect these bolts the company replaced the same bolts on the other aircraft of the same type and will be amending the maintenance programme to call out replacing these bolts on a 12 mnth/500hr basis.

UK Reportable Accident: Aircraft bounced on landing.

201307351 21/06/2013 Fixed wing 0-2 250 Kg PIPER PA28

EGNC (CAX): Carlisle

Pilot A/c bounced on landing. ATC reported that he noticed a vibration through the airframe just after take off. The instructor confirmed the vibration and the propeller damage. Part of a broken wheel rim found during runway inspection. Engineering reports that the main landing gear system, which essentially gives three genes into the nose when appeared backed in the gear motion. iPads inspected correctly and no internal sensor confirmed gear down but nose wheel deflection did not, aircraft faced for sufficient time to turn head of the said back fed back. Two crew were in place to inspect the for the first time in place back. The remains of the failed bolts showed signs of corrosion and it appears that one of these bolts had failed before the day of the incident, causing additional stress on the other two bolts and also some fatigue in the arm. Three bolts were replaced new, gear tightened and functioned satisfactorily. As a precaution, due to the Failure access to inspect these bolts the company replaced the same bolts on the other aircraft of the same type and will be amending the maintenance programme to call out replacing these bolts on a 12 mnth/500hr basis.

UK Reportable Accident: A/c returned.

201306937 08/06/2013 Microlight 0-2 250 Kg MAINAIR BLADE

Otherton Airfield

Met

UK Reportable Accident: A/c failed to gain height after take-off.

201307023 14/06/2013 Fixed wing 0-2 250 Kg MILES

EGGP (LPL): Liverpool

Technical Malfunction (A/C)

PAN declared and a/c returned after RH engine misfired just after take-off. The instructor noted that sink due to local topographical factors was not uncommon after RH engine misfired just after take-off. The instructor noted that sink due to local topographical factors was not uncommon. AAIB Bulletin 12/2003, Ref: EW/G2013/06/16.

CAA Closure:  The microlight aircraft was engaged on a circuit training exercise when the accident occurred. The aircraft was on the approach to the grass RW/07, with a surface wind from 070deg at 7kts. The aircraft encountered an area of 'sink' shortly before touchdown, which could not be arrested despite the instructor taking control and applying full power. The aircraft landed heavily, causing the rear suspension arm and damage to the tail and rear frame. The instructor reduced power to idle and brought the aircraft to a stop in about 200 m; neither occupant was injured. The instructor noted that sink due to local topographical factors was not uncommon on the approach to RW/07, but he had not been overly concerned on the day as the surface wind was only light. AAIB Bulletin 09/2013, Ref: V/2013/05/23.

CAA Closure: The microlight aircraft was engaged on a circuit training exercise when the accident occurred. The aircraft was on the approach to the grass RW/07, with a surface wind from 070deg at 7kts. The aircraft encountered an area of 'sink' shortly before touchdown, which could not be arrested despite the instructor taking control and applying full power. The aircraft landed heavily, causing the rear suspension arm and damage to the tail and rear frame. The instructor reduced power to idle and brought the aircraft to a stop in about 200 m; neither occupant was injured. The instructor noted that sink due to local topographical factors was not uncommon on the approach to RW/07, but he had not been overly concerned on the day as the surface wind was only light. AAIB Bulletin 09/2013, Ref: V/2013/05/23.

CAA Closure: The microlight aircraft was engaged on a circuit training exercise when the accident occurred. The aircraft was on the approach to the grass RW/07, with a surface wind from 070deg at 7kts. The aircraft encountered an area of 'sink' shortly before touchdown, which could not be arrested despite the instructor taking control and applying full power. The aircraft landed heavily, causing the rear suspension arm and damage to the tail and rear frame. The instructor reduced power to idle and brought the aircraft to a stop in about 200 m; neither occupant was injured. The instructor noted that sink due to local topographical factors was not uncommon on the approach to RW/07, but he had not been overly concerned on the day as the surface wind was only light. AAIB Bulletin 09/2013, Ref: V/2013/05/23.

CAA Closure: The microlight aircraft was engaged on a circuit training exercise when the accident occurred. The aircraft was on the approach to the grass RW/07, with a surface wind from 070deg at 7kts. The aircraft encountered an area of 'sink' shortly before touchdown, which could not be arrested despite the instructor taking control and applying full power. The aircraft landed heavily, causing the rear suspension arm and damage to the tail and rear frame. The instructor reduced power to idle and brought the aircraft to a stop in about 200 m; neither occupant was injured. The instructor noted that sink due to local topographical factors was not uncommon on the approach to RW/07, but he had not been overly concerned on the day as the surface wind was only light. AAIB Bulletin 09/2013, Ref: V/2013/05/23.

CAA Closure: The microlight aircraft was engaged on a circuit training exercise when the accident occurred. The aircraft was on the approach to the grass RW/07, with a surface wind from 070deg at 7kts. The aircraft encountered an area of 'sink' shortly before touchdown, which could not be arrested despite the instructor taking control and applying full power. The aircraft landed heavily, causing the rear suspension arm and damage to the tail and rear frame. The instructor reduced power to idle and brought the aircraft to a stop in about 200 m; neither occupant was injured. The instructor noted that sink due to local topographical factors was not uncommon on the approach to RW/07, but he had not been overly concerned on the day as the surface wind was only light. AAIB Bulletin 09/2013, Ref: V/2013/05/23.

CAA Closure: The microlight aircraft was engaged on a circuit training exercise when the accident occurred. The aircraft was on the approach to the grass RW/07, with a surface wind from 070deg at 7kts. The aircraft encountered an area of 'sink' shortly before touchdown, which could not be arrested despite the instructor taking control and applying full power. The aircraft landed heavily, causing the rear suspension arm and damage to the tail and rear frame. The instructor reduced power to idle and brought the aircraft to a stop in about 200 m; neither occupant was injured. The instructor noted that sink due to local topographical factors was not uncommon on the approach to RW/07, but he had not been overly concerned on the day as the surface wind was only light. AAIB Bulletin 09/2013, Ref: V/2013/05/23.

CAA Closure: The microlight aircraft was engaged on a circuit training exercise when the accident occurred. The aircraft was on the approach to the grass RW/07, with a surface wind from 070deg at 7kts. The aircraft encountered an area of 'sink' shortly before touchdown, which could not be arrested despite the instructor taking control and applying full power. The aircraft landed heavily, causing the rear suspension arm and damage to the tail and rear frame. The instructor reduced power to idle and brought the aircraft to a stop in about 200 m; neither occupant was injured. The instructor noted that sink due to local topographical factors was not uncommon on the approach to RW/07, but he had not been overly concerned on the day as the surface wind was only light. AAIB Bulletin 09/2013, Ref: V/2013/05/23.

CAA Closure: The microlight aircraft was engaged on a circuit training exercise when the accident occurred. The aircraft was on the approach to the grass RW/07, with a surface wind from 070deg at 7kts. The aircraft encountered an area of 'sink' shortly before touchdown, which could not be arrested despite the instructor taking control and applying full power. The aircraft landed heavily, causing the rear suspension arm and damage to the tail and rear frame. The instructor reduced power to idle and brought the aircraft to a stop in about 200 m; neither occupant was injured. The instructor noted that sink due to local topographical factors was not uncommon on the approach to RW/07, but he had not been overly concerned on the day as the surface wind was only light. AAIB Bulletin 09/2013, Ref: V/2013/05/23.
Hydraulic leak in nr2 system.

UK Reportable Accident: Aircraft impacted

UK Reportable Accident: On landing, aircraft veered on

EVEKTOR AEROTECH

201307847 28/06/2013 Microlight 0-2 250 Kg

201307792 28/06/2013 Rotorcraft 2 251 to 5 700 Kg SIKORSKY S76 EGSS (STN): London/Stansted Technical Malfunction (A/C)

201308176 07/07/2013 Fixed wing 0-2 250 Kg SOCATA TB20 EGKH : Lashenden/Headcorn Technical Malfunction (A/C) UK Reportable Accident: LH gear collapsed

201308226 07/07/2013 Microlight 0-2 250 Kg JABIRU Menaglaze Pilot UK Reportable Accident: During landing

201308196 06/07/2013 Fixed wing 0-2 250 Kg OTHER Alloa Pilot UK Reportable Accident: LH gear collapsed. The pilot isolated the fuel and the electrical systems before exiting the aircraft uninjured. He ... operating into a marginal site and becoming too low and slow on the approach. AAIB Bulletin 10/2013, Ref: EW/G2013/07/07.

CAA Closure: The final approach was made at 50mph with the first of two stages of flap selected. As the aircraft passed ... reducing to 40mph, the pilot felt the right wing impact the top of a poplar tree. The aircraft landed heavily and the ...

CAA Closure: The approach was normal but as the aircraft neared the end of the runway, the pilot noticed that the right wing was too high. The pilot reported that when the aircraft was near the top of the tree, the pilot noticed that the right wing was too high. AAIB Bulletin 09/2013, Ref: EW/G2013/06/26.

CAA Closure: The approach was normal but as the aircraft neared the end of the runway, the pilot noticed that the right wing was too high. AAIB Bulletin 09/2013, Ref: EW/G2013/06/26.

CAA Closure: The aircraft was landing at a farm strip. Approach and touchdown were normal but, as the pilot started to ...落地, the aircraft hit a bump, bounced and landed on the nose gear, which then collapsed. The aircraft was severely damaged, but the pilot was able to exit the aircraft uninjured. He ...

CAA Closure: The approach was normal but as the aircraft neared the end of the runway, the pilot noticed that the right wing was too high. AAIB Bulletin 09/2013, Ref: EW/G2013/06/26.

CAA Closure: The aircraft was landing at a farm strip. Approach and touchdown were normal but, as the pilot started to ...落地, the aircraft hit a bump, bounced and landed on the nose gear, which then collapsed. The aircraft was severely damaged, but the pilot was able to exit the aircraft uninjured. He ...

CAA Closure: Investigation found that there had been difficulties with the nose wheel. Initially the left braking surface did not engage fully. This had been rectified but, at the time of the accident, the left braking surface was not engaged. This led to a loss of control.

CAA Closure: The aircraft was landing at a farm strip. Approach and touchdown were normal but, as the pilot started to ...落地, the aircraft hit a bump, bounced and landed on the nose gear, which then collapsed. The aircraft was severely damaged, but the pilot was able to exit the aircraft uninjured. He ...

CAA Closure: The aircraft was landing at a farm strip. Approach and touchdown were normal but, as the pilot started to ...落地, the aircraft hit a bump, bounced and landed on the nose gear, which then collapsed. The aircraft was severely damaged, but the pilot was able to exit the aircraft uninjured. He ...

CAA Closure: The aircraft was landing at a farm strip. Approach and touchdown were normal but, as the pilot started to ...落地, the aircraft hit a bump, bounced and landed on the nose gear, which then collapsed. The aircraft was severely damaged, but the pilot was able to exit the aircraft uninjured. He ...

CAA Closure: Investigation found that there had been difficulties with the nose wheel. Initially the left braking surface did not engage fully. This had been rectified but, at the time of the accident, the left braking surface was not engaged. This led to a loss of control.

CAA Closure: The aircraft was landing at a farm strip. Approach and touchdown were normal but, as the pilot started to ...landing, the aircraft hit a bump, bounced and landed on the nose gear, which then collapsed. The aircraft was severely damaged, but the pilot was able to exit the aircraft uninjured. He ...

CAA Closure: The aircraft was landing at a farm strip. Approach and touchdown were normal but, as the pilot started to ...landing, the aircraft hit a bump, bounced and landed on the nose gear, which then collapsed. The aircraft was severely damaged, but the pilot was able to exit the aircraft uninjured. He ...

CAA Closure: The aircraft was landing at a farm strip. Approach and touchdown were normal but, as the pilot started to ...landing, the aircraft hit a bump, bounced and landed on the nose gear, which then collapsed. The aircraft was severely damaged, but the pilot was able to exit the aircraft uninjured. He ...

CAA Closure: The aircraft was landing at a farm strip. Approach and touchdown were normal but, as the pilot started to ...landing, the aircraft hit a bump, bounced and landed on the nose gear, which then collapsed. The aircraft was severely damaged, but the pilot was able to exit the aircraft uninjured. He ...

CAA Closure: Investigation found that there had been difficulties with the nose wheel. Initially the left braking surface did not engage fully. This had been rectified but, at the time of the accident, the left braking surface was not engaged. This led to a loss of control.
Tyre blow out on taxi in due to firm braking

Unsafe gear indication.

Gear recycled and indication cleared. Engineering have assessed the micro switches and found no faults. Situation will be monitored over next six flights.

Aircraft returned due to hydraulic system

201308670 10/07/2013 Fixed wing 2-251 to 5-700 Kg BEECH 200 EGLF (FAB): Farnborough civil Technical Malfunction (A/C)

201308457 12/07/2013 Fixed wing 2-251 to 5-700 Kg SOCATA TBM700 EGJA (ACI): Alderney, Channel Is. Technical Malfunction (A/C)

201308388 11/07/2013 Fixed wing 0-2-250 Kg SLINGSBY T67 EGTC : Cranfield Pilot

201308708 17/07/2013 Fixed wing 0-2-250 Kg PIPER PA28 EGHF : Lee-On-Solent Pilot UK Reportable Accident: Aircraft departed

201308659 16/07/2013 Fixed wing 2-251 to 5-700 Kg CESSNA 414 LFRD (DNR): Dinard Pleurtuit-Saint-Malo Technical Malfunction (A/C) Attempted reselection and yawing aircraft with no success, emergency action also tried again with no success. Aircraft

201308586 14/07/2013 Fixed wing 2-251 to 5-700 Kg CESSNA 414 EGJJ (JER): Jersey, Channel Is. Technical Malfunction (A/C) Aircraft returned due to violent vibration.

201308497 13/07/2013 Fixed wing 0-2-250 Kg DE HAVILLAND DH89 EGSU : Duxford Technical Malfunction (A/C)


201308256 09/07/2013 Rotorcraft 2-251 to 5-700 Kg AEROSPATIALE AS365 EGLD : Denham Technical Malfunction (A/C) Landing gear failed to retract due to faulty investigation.

One POB, no injuries. AAIB AARF bought to rest after nose leg collapsed. The runway with significant power. Aircraft

Elevator appeared to be jammed and stage of the landing roll.

Problem and possible landing gear action.

Emergency was declared and the aircraft held overhead until emergency services had arrived. The aircraft landed safely. Shortly after departure, the pilot reported an unsafe gear indication and returned to conduct a go-around/flypast for... be down and normal. The pilot executed a second go-around with gear retracted but the main LH wheel remained down. A full investigation after the accident had not revealed any defects which may have contributed to the accident. AAIB Bulletin 11/2013, Ref: EW/G2013/07/16.

CCA Closure: The student pilot was making a second attempt at landing in a 10kts crosswind on his second solo flight. He experienced similar difficulties on his first landing and was not able to correct the situation with full rudder pedal. An attempt at lowering the rudder pedal was unsuccessful and the student left the runway with significant speed. The pilot reported an unsafe gear indication and stopped the aircraft to allow for further investigation. At no stage did the pilot expect to land on the runway. The aircraft was a second attempt to return after no clearance was obtained. He also reported that during the take-off roll, the aircraft did not respond to the rudder pedal. As a result of the incident, the aircraft was returned to the hangar for investigation. The results showed that the rudder pedal was not fully operational.

Independent inspections: To incorporate this information in the Human factors and continuation training program, with emphasis on maintaining the correct rudder pedal. An attempt at a further go-around was not successful and the aircraft left the runway with significant speed. The pilot requested a return and manually intervened on the system the pilot requested a return. Engineer checked the aircraft as it made a... which can be sensitive to adjustment. • Remind staff of the dangers of distraction when performing these duplicate / exchange operations. • Advise staff to ensure flying control cables are not cross connected (check for operation in the correct differential control areas, load the elevator down causing the nose down input reported. The root cause of the trim tab operating tab was found to be due to the disconnection of the elevator trim tab operating tab from the trim actuator. The elevator control restriction was found to be due to... nut and split pin. The in-flight disconnection allowed the tab to hinge upwards and due to the differential control areas, load the elevator down causing the nose down input reported. The root cause of the trim tab operating tab was found to be due to the disconnection of the elevator trim tab operating tab from the trim actuator. The elevator control restriction was found to be due to the disconnection of the elevator trim tab operating tab from the trim actuator. The elevator control restriction was found to be due to the disconnection of the elevator trim tab operating tab from the trim actuator. The elevator control restriction was found to be due to the disconnection of the elevator trim tab operating tab from the trim actuator. The elevator control restriction was found to be due to the disconnection of the elevator trim tab operating tab from the trim actuator. The elevator control restriction was found to be due to the disconnection of the elevator trim tab operating tab from the trim actuator. The elevator control restriction was found to be due to the disconnection of the elevator trim tab operating tab from the trim actuator.

To advise the aircraft captain to check for sense, full and free operation of flying controls. The benefit of briefing the student pilot about the dangers of distraction when operating these systems is that the student pilot acknowledged that his...
Aircraft taxied for departure and struck the

UK Reportable Accident: Aircraft bounced, UK Reportable Accident: Aircraft landed

UK Reportable Accident: Pilot unhappy with

UK Reportable Accident: Heavy landing.

---

20130924 1 24/07/2013 Fixed wing 0-2 250 Kg VANS RV9 EGNC (CAX): Carlisle Pilot

---

20130915 1 19/07/2013 Microlight 0-2 250 Kg OTHER Strathaven Airfield Pilot

---

2013089 1 18/07/2013 Fixed wing 0-2 250 Kg SKYSTAR KITFOX EGSU : Duxford Pilot

---

20130930 7 26/07/2013 Fixed wing 0-2 250 Kg CESSNA 150 EGSV : OLD BUCKENHAM Pilot

---

20130918 8 24/07/2013 Fixed wing 0-2 250 Kg PIPER PA38 EGNR : Hawarden Technical Malfunction (A/C) Failure of RH main wheel brake. Aircraft inspected and RH brake cylinder back plate was missing and

---

20130908 8 20/07/2013 Fixed wing 0-2 250 Kg CESSNA 210 EGBM : Tatenhill Pilot UK Reportable Accident: Inadvertent gear

---

20130908 7 19/07/2013 Fixed wing 0-2 250 Kg OTHER Shacklewell Farm Technical Malfunction (A/C)

---

20130905 0 17/07/2013 Fixed wing 2 251 to 5 700 Kg BEECH 200 EGJB (GCI): Guernsey, Channel Is. Technical Malfunction (A/C) ... Checklist carried out. On completion of this both pilots considered this to be an indication problem as no red lights

---

20130879 2 18/07/2013 Microlight 0-2 250 Kg JABIRU JABIRU EGCB : Manchester/Barton Pilot UK Reportable Accident: Aircraft returned

---

20130921 8 24/07/2013 Fixed wing 0-2 250 Kg PIPER PA38 EGNR : Hawarden Technical Malfunction (A/C) Failure of RH main wheel brake. Aircraft inspected and RH brake cylinder back plate was missing and

---

20130908 8 20/07/2013 Fixed wing 0-2 250 Kg CESSNA 210 EGBM : Tatenhill Pilot UK Reportable Accident: Inadvertent gear

---

20130908 7 19/07/2013 Fixed wing 0-2 250 Kg OTHER Shacklewell Farm Technical Malfunction (A/C)

---

20130879 2 18/07/2013 Microlight 0-2 250 Kg JABIRU JABIRU EGCB : Manchester/Barton Pilot UK Reportable Accident: Aircraft returned

---

20130921 8 24/07/2013 Fixed wing 0-2 250 Kg PIPER PA38 EGNR : Hawarden Technical Malfunction (A/C) Failure of RH main wheel brake. Aircraft inspected and RH brake cylinder back plate was missing and

---

20130908 8 20/07/2013 Fixed wing 0-2 250 Kg CESSNA 210 EGBM : Tatenhill Pilot UK Reportable Accident: Inadvertent gear

---

20130908 7 19/07/2013 Fixed wing 0-2 250 Kg OTHER Shacklewell Farm Technical Malfunction (A/C)

---

20130879 2 18/07/2013 Microlight 0-2 250 Kg JABIRU JABIRU EGCB : Manchester/Barton Pilot UK Reportable Accident: Aircraft returned

---

20130921 8 24/07/2013 Fixed wing 0-2 250 Kg PIPER PA38 EGNR : Hawarden Technical Malfunction (A/C) Failure of RH main wheel brake. Aircraft inspected and RH brake cylinder back plate was missing and

---
UK Reportable Accident: Aircraft damaged

CYCLONE AIRSPORT

UK Reportable Accident: Aircraft dropped

AX2000 Two Ash Farm Technical Malfunction (A/C) UK Reportable Accident: Power loss after

EVEKTOR AEROTECH

IKARUS C42

201310184 09/08/2013 Microlight 0-2 250 Kg

201310214 10/08/2013 Microlight 0-2 250 Kg OTHER Stoke Airfield Met

201310031 09/08/2013 Microlight 0-2 250 Kg

201310008 14/07/2013 Microlight 0-2 250 Kg COMCO IKARUS

201309877 01/08/2013 Fixed wing 0-2 250 Kg FOURNIER RF4 Private airstrip nr Bristol Technical Malfunction (A/C)

Bellarena Airfield Pilot UK Reportable Accident: Heavy landing, POB, no injuries. AAIB AARF investigation.

overturned after landing on water. Two

AAIB AARF investigation.

landing gear collapsed after landing. Two

with undercarriage problem. LH main

investigation.

ground, collapsing the NLG. Two POB, one

AAIB AARF investigation.

pitched nose-down shortly after take-off during which it touched down on its nose landing gear, which collapsed. AAIB Bulletin 11/2013, Ref: EW/G2013/07/25.

The student expected to be told when to climb away but instead the instructer issued no further instructions. The landing gear remained extended and this caused the aircraft to fly too close to water contact was made. The instructor reported that the student had not turned the aircraft and was potentially about to fly into the water. He acknowledged that he had caused confusion by suggesting that they use a stretch of water as an imaginary strip. The aircraft was powered on and 'set for go-around'. Both pilots escaped without injury. As far as the student was concerned, this was the correct configuration for an emergency landing. AAIB Bulletin 12/2013, Ref: EW/G2013/08/10.

The wheel broke causing the aircraft to swing to the left. It struck a grass patch of ground, collapsing the LH main landing gear. The pilot was of the opinion that there had been a sudden change in windspeed causing a loss of lift.AAIB Bulletin 12/2013, Ref: EW/G2013/07/35.

The aircraft was intending to land at a private airstrip but the pilot was unable to attain a green down-and-locked signal indication for the red flare. Landing gear down, he retracted the flap. He returned, despite several attempts, he was still unable to receive confirmation that the gear was locked down.

The red flare extinguished after about 200m and the pilot set up for a go-around. During his retraction, the red flare remained illuminated. The pilot then set up for a go-around. AAIB Bulletin 08/2013, Ref: EW/G2013/07/27.

The aircraft had setting of flight to a point where there was no possibility for safety. The aircraft reversed on the runway to turn itself to an attitude in which it was expected to be climbable. AAIB Bulletin 10/2013, Ref: EW/G2013/08/06.

CAA Closure: The pilot was landing at a grass strip in fine weather conditions. The landing was entirely normal until the main landing gear had become unlocked. The precise reason for this had not been determined at the time of reporting, but the pilot suspected first-fade and wear of landing gear components may have been factors. AAIB Bulletin 13/2013, Ref: EW/G2013/08/33.

CAA Closure: The pilot was of the opinion that during landing, the student had inadvertently selected the gear down position instead of up. The up-and-down selector was not illuminated. The correct configuration for landing was up. The instructor then told the student to select the gear up configuration and retract the gear. The student selected the gear up configuration, but he did not retract the gear. He explained that he had lost confidence in his ability to control the flight in the remaining configuration and that he subsequently undertook a go-around.

During landing, the aircraft hit the surface of the loch and to aim for that. The student expected to be told when to climb away but instead the instructor issued no further instructions. The landing gear remained extended and this caused the aircraft to fly too close to water contact was made.

Before autorotation, the student had initially set the power for a go-around, but then he turned to the incorrect position. He gave some sink which the pilot arrested with power. After the aircraft crossed a 4 ft wall in the undershoot of the runway the aircraft landed on the grass strip. AAIB Bulletin 13/2013, Ref: EW/G2013/07/26.

The student had displayed a lack of vigilance in safety-critical areas, and had not paid sufficient attention to his aural message. He was not able to visually confirm his own automatic landing gear selector to be in the up position. The aural message may have failed and the student's vigilance was not maintained.

The student expected to be told when to climb away but instead the instructor issued no further instructions. The landing gear remained extended and this caused the aircraft to fly too close to water contact was made.

The student had set the flap to 2 degrees, and during the final part of the approach by flaring the aircraft experienced even more which the pilot arrested with power. After the aircraft crossed a 4 ft wall in the undershoot of the runway the aircraft landed on the grass strip. AAIB Bulletin 13/2013, Ref: EW/G2013/07/26.

The landing gear selection of flight to a point where there was no possibility for safety. The aircraft reversed on the runway to turn itself to an attitude in which it was expected to be climbable. AAIB Bulletin 10/2013, Ref: EW/G2013/07/27.

The student expected to be told when to climb away but instead the instructor issued no further instructions. The landing gear remained extended and this caused the aircraft to fly too close to water contact was made.

The instructor then told the student to select the gear up configuration and retract the gear. The student selected the gear up configuration, but he did not retract the gear. He explained that he had lost confidence in his ability to control the flight in the remaining configuration and that he subsequently undertook a go-around.

The student had displayed a lack of vigilance in safety-critical areas, and had not paid sufficient attention to his aural message. He was not able to visually confirm his own automatic landing gear selector to be in the up position. The aural message may have failed and the student's vigilance was not maintained.

The student expected to be told when to climb away but instead the instructor issued no further instructions. The landing gear remained extended and this caused the aircraft to fly too close to water contact was made. The student then told the instructor to do a go-around, but he did not retract the gear. He explained that he had lost confidence in his ability to control the flight in the remaining configuration and that he subsequently undertook a go-around.

The student had displayed a lack of vigilance in safety-critical areas, and had not paid sufficient attention to his aural message. He was not able to visually confirm his own automatic landing gear selector to be in the up position. The aural message may have failed and the student's vigilance was not maintained.

The student had displayed a lack of vigilance in safety-critical areas, and had not paid sufficient attention to his aural message. He was not able to visually confirm his own automatic landing gear selector to be in the up position. The aural message may have failed and the student's vigilance was not maintained.

The student had displayed a lack of vigilance in safety-critical areas, and had not paid sufficient attention to his aural message. He was not able to visually confirm his own automatic landing gear selector to be in the up position. The aural message may have failed and the student's vigilance was not maintained.

The student had displayed a lack of vigilance in safety-critical areas, and had not paid sufficient attention to his aural message. He was not able to visually confirm his own automatic landing gear selector to be in the up position. The aural message may have failed and the student's vigilance was not maintained.

The student had displayed a lack of vigilance in safety-critical areas, and had not paid sufficient attention to his aural message. He was not able to visually confirm his own automatic landing gear selector to be in the up position. The aural message may have failed and the student's vigilance was not maintained.

The student had displayed a lack of vigilance in safety-critical areas, and had not paid sufficient attention to his aural message. He was not able to visually confirm his own automatic landing gear selector to be in the up position. The aural message may have failed and the student's vigilance was not maintained.
[0x0]STREAK SH

[0x0]UK Reportable Accident: Nose landing gear

[0x0]UK Reportable Accident: Aircraft settled on

[0x0]UK Reportable Accident: During take-off, EVEKTOR AEROTECH

[0x0]During taxi, a loud bang was heard and the aircraft swung to the left. Full opposite controls, rudder and brake had no ... was left blocking the runway. Passengers were evacuated and escorted back to the apron and the aircraft was returned to

[0x0]Undercarriage retraction problems. Wheel failure during taxi.

[45x1340]201310272 12/08/2013 Fixed wing 0-2 250 Kg YAKOVLEV YAK52 EGKA (ESH): Shoreham Technical Malfunction (A/C)

[45x693]201310767 26/08/2013 Microlight 0-2 250 Kg

[45x230]201311143 31/08/2013 Fixed wing 0-2 250 Kg COSY EUROPE COZY EGPT (PSL): Perth/Scone Pilot UK Reportable Accident: Nose landing gear

[45x367]201311088 29/07/2013 Fixed wing 0-2 250 Kg OTHER EGDG (NQY): St. Mawgan Technical Malfunction (A/C)

[45x1224]201310345 11/08/2013 Fixed wing 0-2 250 Kg OTHER Weybourne (Muckleburgh) Airfield Pilot

[814x191]correct. Aircraft subsequently pirouetted, an uncommanded turn, pilot attempted to

[814x1443]injuries. AAIB AARF investigation.

[814x1456]pirouetted clockwise through 180deg, collapsing the landing gear and striking the left wing on the runway. The pilot was ... him to forget the downwind checks. These included checking that the landing gear and flaps were extended. The aircraft

[814x969]disintegrated after striking the ground. The pilot subsequently stated that he had released the canopy in the 10ft 3" position prior to takeoff, in his attempt to block with the lifting canopy. Right chain had fully occupied and he was unable to close the canopy irrevocably. He was

[814x1600]CAA Closure: The pilot trimmed the aircraft for landing on Runway 26 at an indicated airspeed of 60 kt then, at a height of 6 ft, ... lever on the left of the cockpit and a ‘sidestick’ control column on the right, whereas another aircraft type he had

[814x231]CAA Closur e: a stop. Neither occupant was injured. In a frank and honest report the pilot stated that his poor decision making and...
UK Reportable Accident: Landing gear

Loss of brake caliper on runway after Nosewheel collapsed on landing. Shimmy continued for a considerable time until the aircraft had slowed down. Engineers inspection carried out and excessive play was found in the torque links. Upper and lower bushes replaced iaw AMM.

AAIB AARF investigation

The aircraft was taking off when the pilot reportedly saw birds on the runway ahead. Shortly after takeoff he saw that the engine pressure gauge was reading high. He performed a forced landing in a field with the landing gear retracted which resulted in minor damage to the aircraft but without any injuries to the occupants.

AAIB AARF investigation

UK Reportable Accident: Landing gear

AAIB AARF investigation

The aircraft was being flown by a student pilot at the end of a solo navigation exercise. The aircraft "ballooned" in the approach just before the airplane stalled and crashed. The student pilot was uninjured. The accident was witnessed by another club instructor who reported that the aircraft's approach had appeared higher and faster than normal, leading to a "balloon" at the point of flare. The student pilot was also observed to lose control of the aircraft before the "balloon" and land in a field, which was set to function at between 1,200 and 1,500 rpm. At the time of the report, repairs to the aircraft were underway. The pilot confirmed that, when he chose the three green landing gear position indicator lights, they had not been illuminated but appeared to be due to the brightness of the light source.


CAA Closur e:

The damage to the aircraft was assessed as beyond economic repair. AAIB Bulletin 11/2013, Ref: EW/G2013/08/37.

The aircraft was backtracking Runway 10, at an airfield which the pilot knew well. He intended to perform a 180º turn to land on Runway 29. He commenced to perform a turn from 290º at 10 kt. The pilot stated that, as he positioned the aircraft to the right prior to performing this turn, the right rudder was insufficient to maintain the course and, as a result, the aircraft drifted left. The aircraft was then crushed in the grass on the runway. The royalty, the wingtip fuel tank and part of the fuselage front keel formed part of the aircraft and were adrift. The damage to the landing gear and aircraft in the main fuselage bay wing spar were consistent with the aircraft losing stability. The damage to the aircraft was assessed as beyond economic repair. AAIB Bulletin 11/2013, Ref: EW/G2013/08/37.

CAA Closur e:

The aircraft was landing by a student pilot at a field of view navigation exercise. The aircraft "ballooned" in the approach just before the airplane stalled and crashed. The student pilot was uninjured. The accident was witnessed by another club instructor who reported that the aircraft's approach had appeared higher and faster than normal, leading to a "balloon" at the point of flare. The student pilot was also observed to lose control of the aircraft before the "balloon" and land in a field, which was set to function at between 1,200 and 1,500 rpm. At the time of the report, repairs to the aircraft were underway. The pilot confirmed that, when he chose the three green landing gear position indicator lights, they had not been illuminated but appeared to be due to the brightness of the light source.


CAA Closur e:

The aircraft was backtracking Runway 10, at an airfield which the pilot knew well. He intended to perform a 180º turn to land on Runway 29. He commenced to perform a turn from 290º at 10 kt. The pilot stated that, as he positioned the aircraft to the right prior to performing this turn, the right rudder was insufficient to maintain the course and, as a result, the aircraft drifted left. The aircraft was then crushed in the grass on the runway. The royalty, the wingtip fuel tank and part of the fuselage front keel formed part of the aircraft and were adrift. The damage to the landing gear and aircraft in the main fuselage bay wing spar were consistent with the aircraft losing stability. The damage to the aircraft was assessed as beyond economic repair. AAIB Bulletin 11/2013, Ref: EW/G2013/08/37.

CAA Closur e:
UK Reportable Accident: Aircraft
EGNX (EMA): NOTTINGHAM EAST MIDLANDS
Landing gear failed to travel when selected
After shutdown, during aircraft inspection, nose wheel mud guard was found to be detached. On landing, it was discovered that one of the main gear legs were jammed at the pins but was still attached via hinge at the top. One pin was broken at one end and the other pin was missing. Ops.

201316371 11/12/2013 Fixed wing 2 251 to 5 700 Kg PIPER PA31 EIDW (DUB): Dublin Technical Malfunction (A/C) Aircraft returned due to landing gear failure

201315574 29/11/2013 Rotorcraft 0-2 250 Kg EUROCOPTER EC225 EGPD (ABZ): Aberdeen/Dyce Technical Malfunction (A/C)

201314753 15/11/2013 Fixed wing 2 251 to 5 700 Kg CESSNA 406

201314305 04/11/2013 Fixed wing 2 251 to 5 700 Kg BEECH 200 EGBB (BHX): Birmingham Technical Malfunction (A/C)


201315520 26/11/2013 Rotorcraft 2 251 to 5 700 Kg AEROSPATIALE SA365 EGTF : Fairoaks Technical Malfunction (A/C) Failure of LH main undercarriage. No indication of undercarriage movement either audibly or via the undercarriage state indication panel. No lights were shown (either unlocked or greens). The aircraft RFM was consulted and the undercarriage extended iaw the emergency procedure. After successfully extending, a landing was then proceeded with and the aircraft ground taxied in to dispersal with no further problem.

201314345 07/11/2013 Fixed wing 0-2 250 Kg SOCATA TB10 EGCL : Fenland Not Assessable

201314234 05/11/2013 Fixed wing 2 251 to 5 700 Kg BEECH 200 EGTC : Cranfield Maintenance Incorrect parts installed found during inspection. Due to high crosswinds the pilot elected a flapless landing following a go-around. The aircraft landed long and fast. As the aircraft was not lined up with the centreline of the runway, the pilot applied full rudder but this had no effect and the aircraft veered left as he could see more grass. He did not see the threshold lights until the last minute when it was too late to take countermeasures. AAIB Bulletin 04/2014, Ref: EW/G2013/10/14.

201314095 15/10/2013 Fixed wing 0-2 250 Kg DE HAVILLAND DHC1 EGPK (PIK): GLASGOW PRESTWICK Pilot Broken edge light on the north side of runway 13. CAA Closur e:

201314239 05/11/2013 Fixed wing 2 251 to 5 700 Kg BEECH 200 EGTC : Cranfield Maintenance Incorrect parts installed found during inspection. From Tech log 1729, On initial selection of U/C down, U/C failed to travel. Gear CB found popped, CB reset and gear extended iaw take-off. From Tech log 1730, Re previous tech log entry, it was found that a visual examination of the engine has not revealed any obvious reason for the failure. AAIB Bulletin 09/2014, Ref: HA 03/2014/01/01.

201314953 07/11/2013 Fixed wing 0-2 250 Kg SOCATA TB10 EGZL : Luton Technical Malfunction (A/C) Aircraft was being taxied out of a contracted hangar, began to veer left and hit a fence. One POB, no injuries. AAIB AARF investigation.

201314934 07/11/2013 Fixed wing 0-2 250 Kg SOCATA TB10 EGGK : London Luton Technical Malfunction (A/C) Inoperative LH main landing gear. No indication of gear movement either audibly or via the undercarriage state indication panel. No lights were shown (either unlocked or greens). The aircraft RFM was consulted and the undercarriage extended iaw the emergency procedure. After successfully extending, a landing was then proceeded with and the aircraft ground taxied in to dispersal with no further problem. CAA Closur e:

201314095 15/10/2013 Fixed wing 0-2 250 Kg DE HAVILLAND DHC1 EGPK (PIK): GLASGOW PRESTWICK Pilot Broken edge light on the north side of runway 13. CAA Closur e:

201314239 05/11/2013 Fixed wing 2 251 to 5 700 Kg BEECH 200 EGTC : Cranfield Maintenance Incorrect parts installed found during inspection. From Tech log 1729, On initial selection of U/C down, U/C failed to travel. Gear CB found popped, CB reset and gear extended iaw take-off. From Tech log 1730, Re previous tech log entry, it was found that a visual examination of the engine has not revealed any obvious reason for the failure. AAIB Bulletin 09/2014, Ref: HA 03/2014/01/01.

201314953 07/11/2013 Fixed wing 0-2 250 Kg SOCATA TB10 EGZL : Luton Technical Malfunction (A/C) Aircraft was being taxied out of a contracted hangar, began to veer left and hit a fence. One POB, no injuries. AAIB AARF investigation.
**Foreign accident:** LH landing gear collapsed

**Aircraft nose wheel tyre deflated as aircraft:**

**UK Reportable Accident:** Several attempts Go-around flown and flypast inspection

---

**201401075 30/01/2014 Fixed wing 2 251 to 5 700 Kg BRITTEN NORMAN BN2A EGJB (GCI): Guernsey, Channel Is. Technical Malfunction (A/C)**

**201400237 07/01/2014 Fixed wing 2 251 to 5 700 Kg PIPER PA31 EGTK (OXF): Oxford/Kidlington Technical Malfunction (A/C)**

**201401334 02/02/2014 Fixed wing 2 251 to 5 700 Kg BEECH 200 EGPE (INV): Inverness Technical Malfunction (A/C)**

**201400853 22/01/2014 Fixed wing 2 251 to 5 700 Kg CESSNA 406 EGNH (BLK): Blackpool Maintenance**

**201400489 11/01/2014 Fixed wing 0-2 250 Kg MOONEY M20 EGTU : Dunkeswell Pilot UK Reportable Accident: Left wingtip**

**201400282 07/01/2014 Fixed wing 0-2 250 Kg DIAMOND DA42 EGTE (EXT): Exeter Pilot UK Reportable Accident: Inadvertent**

---

**201317164 08/10/2013 Fixed wing 2 251 to 5 700 Kg CESSNA 402 TUPW (VIJ): Virgin gorda Technical Malfunction (A/C)**

While landing, the left wingtip contacted the runway and the aircraft veered to the left. The pilot was unable to prevent this from happening. While landing, the left wingtip contacted the runway and the aircraft veered to the left. The pilot was unable to prevent this from happening. When landing, the left wingtip contact...
Aircraft nose wheel issue after landing, aircraft returned after landing gear failed. Nose gear door linkages found to be mis-rigged at time of this report.

**EW/G2014/03/12.**

Aircraft nose wheel issue after landing, including a stall and a collapse. One POB, no injuries. AAIB AARF investigation. CAA close.
After a simulated asymmetric go-around, aircraft positioned for a visual circuit. Landing gear selected 'down' on base ... and gear unsafe light remained 'on'. Landing gear recycled several times in an effort to clear the problem along

FLY BUY ULTRALIGH
IKARUS C42
Aircraft sustained damage to its propeller
Possible infringement of the Manchester
Numerous defects and documentation

201403287 19/03/2014 Fixed wing 0-2 250 Kg DIAMOND DA42 EGBE (CVT): Coventry Technical Malfunction (A/C) Landing gear unsafe indication.

201404221 08/04/2014 Fixed wing 0-2 250 Kg OTHER EGHA : Compton abbas Technical Malfunction (A/C)

201403981 01/04/2014 Fixed wing 0-2 250 Kg CESSNA 152 EGNF : NETHERTHORPE Pilot

201403910 29/03/2014 Microlight 0-2 250 Kg

201403746 30/03/2014 Fixed wing 0-2 250 Kg PIPER PA28 EGCC (MAN): Manchester/Intl Pilot Infringement of the Manchester CTR (Class

201403434 19/03/2014 Fixed wing 0-2 250 Kg PIAGGIO P149 EGCC (MAN): Manchester/Intl Pilot

201403285 17/03/2014 Fixed wing 2 251 to 5 700 Kg CESSNA F406 EGTC : Cranfield Technical Malfunction (A/C) Rejected take off run, nose wheel shimmy.

Normal trials with non-showing rotor effect which is in intended purpose.

An aircraft had reported a problem with his brakes and requested via ATC to be towed back to the Flying Shack which is its intended purpose. Owner deems aircraft unfit for flying

An aircraft was reported by a P149 at 2400ft. Traffic info given.

Aircraft on final approach was cleared to land RWY 01R, after touchdown was observed to depart the RWY to the west and did not report or offer this information until questioned by myself. He then admitted leaving the RWY. RWY inspection

Traffic info and air traffic control given to a Manchester flight service.

An aircraft had reported problems with its brakes and requested a tow. Emergency services were on hand and observed the pilot. The loss of braking was noted on the use of the elevator. The aircraft had a structural crash

with recommended 'abrupt' changes in flight path to possibly free stuck gear. Checklist items completed and emergency indications not cleared. Tower fly by executed to allow ground observer(s) to report apparent position of the effected


An aircraft was reported by radar to be in the close proximity of a Manchester Low Level Route. The aircraft was approx 4nm north of the return so I issued a right turn to route the aircraft around to the Manchester Low Level Route. This was due to the poor manual handling of the aircraft following a technical problem.

The student pilot attempted to use control inputs to hasten touchdown after a bounced landing. The aircraft landed heavily on its nose landing gear, which collapsed. Consequent. Fly by, no report, AAIB investigation.

The pilot attempted to use control inputs to hasten touchdown after a bounced landing. The aircraft landed heavily on its nose landing gear, which collapsed. Consequent. Fly by, no report, AAIB investigation.
Landing gear failed to operate. AAIB AARF investigation. declared.

Noting no further mishap the pilot carried out an aborted approach on Runway 32, on which the pilot landed, was assessed as: ‘Surface firm to soft with a layer of water on the surface.’ Touch-and-go landings were permitted. AAIB Bulletin 09/2014, Ref: EW/G2014/05/18.

A short while later INT called and suggested a right turn for the REV71C to clear the climb out for subsequent departures, so I suggested heading 130, which INT accepted. This was passed to the pilot, and, once the turn was initiated, I instructed him to continue his climb until he was at 1,000 ft QNH, where I would contact him for further instructions. He acknowledged the change in heading and continued to climb.

The aircraft was cleared to line up rwy09 after stopping at A9. The aircraft speed was slow after just getting moving on the runway, so I advised the pilot to set the main wheel brakes on. He then slowed the aircraft down to an idle and, once the aircraft was stopped, I advised him to set up power for the climb-out and to contact me on 121.5 MHz when ready.

The pilot reported that while flying in the cruise at a height of 2,200 ft he heard a single loud bang. At the same time he noticed a loud thump and a metallic noise followed by severe nosewheel shimmy. Believing that he had a puncture, he reduced the nosewheel steering and set a left turn to land at Intenham. The aircraft slowed down on the downwind leg and the pilot contacted me on 121.5 MHz to confirm that he was ready to land.

When I asked the pilot to continue the approach to land, he advised me that he had set the nosewheel steering to zero but he still had no indication that the nosewheel was locked in a fixed position. I suggested that he open the throttle and execute a go-around if he was not sure that the nosewheel was fixed. He confirmed that he had set the nosewheel steering to zero and that he had checked the nosewheel steering indicator, which indicated no movement.

The pilot reported that he made a normal landing on both mainwheels but, towards the end of the ground roll, the nose leg collapsed. The pilot described the condition of the grass runway as ‘soft’ and believes that it is possible that the nosewheel struck a buried object. AAIB Bulletin 10/2014, Ref: EW/G2014/05/21.

The pilot reported that the condition of Runway 32, on which the pilot landed, was assessed as: ‘Surface firm to soft with a layer of water on the surface.’ Touch-and-go landings were permitted. AAIB Bulletin 09/2014, Ref: EW/G2014/05/18.

The pilot reported that he made a normal landing on both mainwheels but, towards the end of the ground roll, the nose leg collapsed. The pilot described the condition of the grass runway as ‘soft’ and believes that it is possible that the nosewheel struck a buried object. AAIB Bulletin 10/2014, Ref: EW/G2014/05/21.

The pilot reported that he made a normal landing on both mainwheels but, towards the end of the ground roll, the nose leg collapsed. The pilot described the condition of the grass runway as ‘soft’ and believes that it is possible that the nosewheel struck a buried object. AAIB Bulletin 10/2014, Ref: EW/G2014/05/21.
During landing, the aircraft ran off the runway. The nose landing gear collapsed and the aircraft sustained damage. ARN Bulletin 08/2013, Ref: EW/G2014/06/19.

Pilots were not happy with the approach. They believed it was too fast. The approach speed was 180 knots, which was too fast for the type of runway. The aircraft landed on the runway, which was too short, and the nose landing gear collapsed. AAIB Bulletin 12/2014, Ref: EW/G2014/06/23.

Aircraft struck a bump at the beginning of the touchdown zone, whilst it was in a relatively flat attitude, which caused the nose landing gear to collapse. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.

The aircraft struck a bump at the beginning of the runway. The two occupants both suffered some minor injuries. AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.
The aircraft took off from Runway 04 at close to its maximum all-up weight. The reported wind was from 090° at 10 kt. The pilot reported that the aircraft experienced some flutter and he had to prevent it from stalling. The aircraft was undamaged above the long ground area, and its undercarriage collided with a hedge forcing the aircraft to pitch forward into the ground, where the undercarriage collapsed and the aircraft came to an abrupt halt. The pilot made the aircraft safe and he and his passenger exited normally. During its last Left Final leg, at close to its maximum weight, the aircraft repeatedly achieved a climb rate of new stalls. AAIB Bulletin 12/2014, Ref: EW/G2014/07/12.

The aircraft took off from runway 09 at close to its maximum all-up weight. The reported wind was from 090° at 10 kt. The pilot reported that the aircraft experienced some flutter and he had to prevent it from stalling. The aircraft was undamaged above the long ground area, and its undercarriage collided with a hedge forcing the aircraft to pitch forward into the ground, where the undercarriage collapsed and the aircraft came to an abrupt halt. The pilot made the aircraft safe and he and his passenger exited normally. During its last Left Final leg, at close to its maximum weight, the aircraft repeatedly achieved a climb rate of new stalls. AAIB Bulletin 12/2014, Ref: EW/G2014/07/12.

Pilot reported that he was landing a Cessna 206 at a local rural airfield. Conditions were clear, with a light wind from the northwest, the grass was long, the runway was 450 m long and was clear. Before a successful landing, the aircraft was turned and taxied back to the start of the runway, where it was turned. The aircraft was then approached downwind, then the pilot took control of the aircraft and made a go-around. The pilot reported that he was unable to control the aircraft and it collided with the jetty. The aircraft was brought to a stop by the pilot. The aircraft was not damaged. AAIB Bulletin 12/2014, Ref: EW/G2014/07/12.

Pilot reported that he was landing a Cessna 206 at a local rural airfield. Conditions were clear, with a light wind from the northwest, the grass was long, the runway was 450 m long and was clear. Before a successful landing, the aircraft was turned and taxied back to the start of the runway, where it was turned. The aircraft was then approached downwind, then the pilot took control of the aircraft and made a go-around. The pilot reported that he was unable to control the aircraft and it collided with the jetty. The aircraft was brought to a stop by the pilot. The aircraft was not damaged. AAIB Bulletin 12/2014, Ref: EW/G2014/07/12.

The aircraft was taking off from runway 09 at close to its maximum all-up weight. The reported wind was from 090° at 10 kt. The pilot reported that the aircraft experienced some flutter and he had to prevent it from stalling. The aircraft was undamaged above the long ground area, and its undercarriage collided with a hedge forcing the aircraft to pitch forward into the ground, where the undercarriage collapsed and the aircraft came to an abrupt halt. The pilot made the aircraft safe and he and his passenger exited normally. During its last Left Final leg, at close to its maximum weight, the aircraft repeatedly achieved a climb rate of new stalls. AAIB Bulletin 12/2014, Ref: EW/G2014/07/12.

The aircraft was taking off from runway 09 at close to its maximum all-up weight. The reported wind was from 090° at 10 kt. The pilot reported that the aircraft experienced some flutter and he had to prevent it from stalling. The aircraft was undamaged above the long ground area, and its undercarriage collided with a hedge forcing the aircraft to pitch forward into the ground, where the undercarriage collapsed and the aircraft came to an abrupt halt. The pilot made the aircraft safe and he and his passenger exited normally. During its last Left Final leg, at close to its maximum weight, the aircraft repeatedly achieved a climb rate of new stalls. AAIB Bulletin 12/2014, Ref: EW/G2014/07/12.

The aircraft took off from runway 09 at close to its maximum all-up weight. The reported wind was from 090° at 10 kt. The pilot reported that the aircraft experienced some flutter and he had to prevent it from stalling. The aircraft was undamaged above the long ground area, and its undercarriage collided with a hedge forcing the aircraft to pitch forward into the ground, where the undercarriage collapsed and the aircraft came to an abrupt halt. The pilot made the aircraft safe and he and his passenger exited normally. During its last Left Final leg, at close to its maximum weight, the aircraft repeatedly achieved a climb rate of new stalls. AAIB Bulletin 12/2014, Ref: EW/G2014/07/12.

The aircraft was landing on runway 09 at close to its maximum all-up weight. The reported wind was from 090° at 10 kt. The pilot reported that the aircraft experienced some flutter and he had to prevent it from stalling. The aircraft was undamaged above the long ground area, and its undercarriage collided with a hedge forcing the aircraft to pitch forward into the ground, where the undercarriage collapsed and the aircraft came to an abrupt halt. The pilot made the aircraft safe and he and his passenger exited normally. During its last Left Final leg, at close to its maximum weight, the aircraft repeatedly achieved a climb rate of new stalls. AAIB Bulletin 12/2014, Ref: EW/G2014/07/12.

The aircraft took off from runway 09 at close to its maximum all-up weight. The reported wind was from 090° at 10 kt. The pilot reported that the aircraft experienced some flutter and he had to prevent it from stalling. The aircraft was undamaged above the long ground area, and its undercarriage collided with a hedge forcing the aircraft to pitch forward into the ground, where the undercarriage collapsed and the aircraft came to an abrupt halt. The pilot made the aircraft safe and he and his passenger exited normally. During its last Left Final leg, at close to its maximum weight, the aircraft repeatedly achieved a climb rate of new stalls. AAIB Bulletin 12/2014, Ref: EW/G2014/07/12.

The aircraft took off from runway 09 at close to its maximum all-up weight. The reported wind was from 090° at 10 kt. The pilot reported that the aircraft experienced some flutter and he had to prevent it from stalling. The aircraft was undamaged above the long ground area, and its undercarriage collided with a hedge forcing the aircraft to pitch forward into the ground, where the undercarriage collapsed and the aircraft came to an abrupt halt. The pilot made the aircraft safe and he and his passenger exited normally. During its last Left Final leg, at close to its maximum weight, the aircraft repeatedly achieved a climb rate of new stalls. AAIB Bulletin 12/2014, Ref: EW/G2014/07/12.

The aircraft was landing on runway 09 at close to its maximum all-up weight. The reported wind was from 090° at 10 kt. The pilot reported that the aircraft experienced some flutter and he had to prevent it from stalling. The aircraft was undamaged above the long ground area, and its undercarriage collided with a hedge forcing the aircraft to pitch forward into the ground, where the undercarriage collapsed and the aircraft came to an abrupt halt. The pilot made the aircraft safe and he and his passenger exited normally. During its last Left Final leg, at close to its maximum weight, the aircraft repeatedly achieved a climb rate of new stalls. AAIB Bulletin 12/2014, Ref: EW/G2014/07/12.

The aircraft took off from runway 09 at close to its maximum all-up weight. The reported wind was from 090° at 10 kt. The pilot reported that the aircraft experienced some flutter and he had to prevent it from stalling. The aircraft was undamaged above the long ground area, and its undercarriage collided with a hedge forcing the aircraft to pitch forward into the ground, where the undercarriage collapsed and the aircraft came to an abrupt halt. The pilot made the aircraft safe and he and his passenger exited normally. During its last Left Final leg, at close to its maximum weight, the aircraft repeatedly achieved a climb rate of new stalls. AAIB Bulletin 12/2014, Ref: EW/G2014/07/12.

The aircraft took off from runway 09 at close to its maximum all-up weight. The reported wind was from 090° at 10 kt. The pilot reported that the aircraft experienced some flutter and he had to prevent it from stalling. The aircraft was undamaged above the long ground area, and its undercarriage collided with a hedge forcing the aircraft to pitch forward into the ground, where the undercarriage collapsed and the aircraft came to an abrupt halt. The pilot made the aircraft safe and he and his passenger exited normally. During its last Left Final leg, at close to its maximum weight, the aircraft repeatedly achieved a climb rate of new stalls. AAIB Bulletin 12/2014, Ref: EW/G2014/07/12.

The aircraft was landing on runway 09 at close to its maximum all-up weight. The reported wind was from 090° at 10 kt. The pilot reported that the aircraft experienced some flutter and he had to prevent it from stalling. The aircraft was undamaged above the long ground area, and its undercarriage collided with a hedge forcing the aircraft to pitch forward into the ground, where the undercarriage collapsed and the aircraft came to an abrupt halt. The pilot made the aircraft safe and he and his passenger exited normally. During its last Left Final leg, at close to its maximum weight, the aircraft repeatedly achieved a climb rate of new stalls. AAIB Bulletin 12/2014, Ref: EW/G2014/07/12.

The aircraft was landing on runway 09 at close to its maximum all-up weight. The reported wind was from 090° at 10 kt. The pilot reported that the aircraft experienced some flutter and he had to prevent it from stalling. The aircraft was undamaged above the long ground area, and its undercarriage collided with a hedge forcing the aircraft to pitch forward into the ground, where the undercarriage collapsed and the aircraft came to an abrupt halt. The pilot made the aircraft safe and he and his passenger exited normally. During its last Left Final leg, at close to its maximum weight, the aircraft repeatedly achieved a climb rate of new stalls. AAIB Bulletin 12/2014, Ref: EW/G2014/07/12.

The aircraft was landing on runway 09 at close to its maximum all-up weight. The reported wind was from 090° at 10 kt. The pilot reported that the aircraft experienced some flutter and he had to prevent it from stalling. The aircraft was undamaged above the long ground area, and its undercarriage collided with a hedge forcing the aircraft to pitch forward into the ground, where the undercarriage collapsed and the aircraft came to an abrupt halt. The pilot made the aircraft safe and he and his passenger exited normally. During its last Left Final leg, at close to its maximum weight, the aircraft repeatedly achieved a climb rate of new stalls. AAIB Bulletin 12/2014, Ref: EW/G2014/07/12.

The aircraft was landing on runway 09 at close to its maximum all-up weight. The reported wind was from 090° at 10 kt. The pilot reported that the aircraft experienced some flutter and he had to prevent it from stalling. The aircraft was undamaged above the long ground area, and its undercarriage collided with a hedge forcing the aircraft to pitch forward into the ground, where the undercarriage collapsed and the aircraft came to an abrupt halt. The pilot made the aircraft safe and he and his passenger exited normally. During its last Left Final leg, at close to its maximum weight, the aircraft repeatedly achieved a climb rate of new stalls. AAIB Bulletin 12/2014, Ref: EW/G2014/07/12.
UK Reportable Accident: Nose wheel tyre burst during taxi-in.

UK Reportable Accident: Engine failure

Engine failure AIRCAMPER 201411444 19/08/2014 Fixed wing 0-2 250 Kg PIPER PA28 EGSC (CBG): Cambridge 3rd Party PA28 reported a flat tyre on landing, investigation referred to BGA. 

201410432 31/07/2014 Fixed wing 2 251 to 5 700 Kg OTHER EGDR: Culdrose Technical Malfunction (A/C)

201409874 18/07/2014 Fixed wing 0-2 250 Kg AEROMERE FALCO F8L Bourg en Bresse Technical Malfunction (A/C) Failure of the landing gear system. Aircraft EGYD: Cranwell Maintenance Substantial damage to aircraft.

Shenington Airfield Pilot

Substantial damage to aircraft. AAIB AARF investigation. 

Investigation referred to BGA.

One POB, no injuries reported.

Substantial damage to aircraft.

CAA Closures:

As no identifiable issues could be found resulting from this incident, the Company’s report is closed, however, the information will be captured by the SMS for further analysis if a trend becomes apparent.

The investigation, the aircraft’s nose wheel assembly was replaced and returned to service without further incident.

Due to damage to the tyre and inner tube caused by the deflation, maintenance were unable to determine the exact cause of the issues nor did they find anything of note. The tyre was approx 50% worn at the time of the incident and tyre wear was considered normal, however, the investigation will continue to monitor.

Due to a deflation of the left nose wheel during the event, investigation referred to BGA. 

The aircraft was shutdown and assistance sought. Following the event, the left tyre was found to be completely deflated. The deflation took place at walking pace whilst being pushed. The tyre had shown no signs of under inflation during the pre-flight inspection and no other indications or symptoms were identified by the crew. Investigation revealed the left nose wheel assembly was clipped and inspected. Due to damage to the left nose wheel caused by the deflation, maintenance were unable to determine the cause of the issue nor did they find anything of note. The tyre was again fully worn at the time of the incident and yet wear was transferred not seen as a contributing factor. Following the investigation, the aircraft’s nose wheel assembly was replaced and returned to service without further incident.

CAA Closures:

Supplementary 01/08/14:

1121 - Incident stood down by fire chief.

1117 - Aircraft lands safely

1113 - Aircraft requests visual approach and also requests fire assistance. Full emergency initiated.

1109 - RFFS local standby

1107 - Aircraft goes around into the visual circuit due unsafe landing gear indication and requests visual inspection. Gear appeared down.

During approach, upon selecting gear down a left main gear not down indication was observed (i.e. two green lights). The aircraft was brought back to the runway and pulled up the centerline at VRF. Tower staff observed the gear was fully extended and normal; the commander elected to proceed into the local area to clear the warning. The commander swopped to the left seat of the aircraft to perform gear extension drills. A subsequent visual approach and landing was carried out uneventfully with the airport Fire Service in attendance; taxi into the stand was likewise without incident.

Due to the possibility of an owner flying during runway 09, a powerful vibration was felt through the rudder pedals associated with a loud sound. The aircraft was brought back to the runway and landed normally. Following the event, the nose gear was not inspected and no other indications or symptoms were identified by the crew. Investigation revealed the right nose wheel assembly was clipped and inspected. Due to damage to the left nose wheel caused by the deflation, maintenance were unable to determine the cause of the issue nor did they find anything of note. The tyre was again fully worn at the time of the incident and yet wear was transferred not seen as a contributing factor. Following the investigation, the aircraft’s nose wheel assembly was replaced and returned to service without further incident. 

As part of the maintenance inspection, both nose wheel assemblies were replaced and returned to service without further incident.

CAA Closures:

Supplementary 28/07/14:

Investigation found the rudder rod-end was of a lower specification to that required by the production drawings. As a result of this non-conformity, the problem could have been reported earlier and not have been left until it reached a critical grade.

A competent body to the aircraft was advised to perform the relevant examination on approach to avoid any potential issues.

CAA Closures:

UK Reportable Accident: Landing gear subsequent runway incursion by a vehicle. 

CAA Closures:

UK Reportable Accident: Landing gear
Landing gear failed to retract during climb.

<table>
<thead>
<tr>
<th>Report ID</th>
<th>Date</th>
<th>Aircraft</th>
<th>Location</th>
<th>Cause</th>
</tr>
</thead>
<tbody>
<tr>
<td>201412560</td>
<td>05/09/2014</td>
<td>Fixed wing 2-5.700 Kg</td>
<td>PIPER PA31 EGHH (BOH): Bournemouth/Hurn</td>
<td>Technical Malfunction (A/C)</td>
</tr>
<tr>
<td>201412292</td>
<td>31/08/2014</td>
<td>Fixed wing 0-2.250 Kg</td>
<td>CVJETKOVIC CA65 Chavenage Airfield</td>
<td>Technical Malfunction (A/C)</td>
</tr>
<tr>
<td>201412216</td>
<td>18/08/2014</td>
<td>Fixed wing 0-2.250 Kg</td>
<td>DIAMOND DA42 EGBE (CVT): Coventry</td>
<td>Technical Malfunction (A/C)</td>
</tr>
<tr>
<td>201411862</td>
<td>24/08/2014</td>
<td>Microlight 0-2.250 Kg</td>
<td>OTHER Battleflat Farm</td>
<td>Technical Malfunction (A/C)</td>
</tr>
<tr>
<td>201411548</td>
<td>18/08/2014</td>
<td>Rotorcraft 2-5.700 Kg</td>
<td>AEROSPATIALE SA365 Kyle</td>
<td>Technical Malfunction (A/C)</td>
</tr>
</tbody>
</table>

Investigations found that the primary issue was with the nose landing gear's failure. The nose landing gear was selected down, but no transit or green indications appeared, so Ops was conducted. The pilot then noticed that the selector lever on the undercarriage ratchet handle had become disconnected and had fallen forward of the front of the aircraft when on the approach to landing. He was unable to prevent the aircraft from becoming airborne again and, before the pilot was able to open the main undercarriage, the aircraft landed heavily on its nosewheel. The front forks bent backwards and the propeller struck the ground. The aircraft then came to a rest upright. The nature of the incident and the tracks left by the mainwheels suggested to the pilot that an undercarriage drag strut may have failed, causing the loss of directional control. AAIB Bulletin 12/2014, Ref: EW/G2014/09/03.

Following a normal approach and touchdown at a private grass airstrip, the nose landing gear failed. The nosewheel suspension collapsed and the aircraft left the runway before rolling onto its side. Examination of the failed components showed what appeared to be a fatigue failure in the nose landing gear strut. The pilot reported that the power checks carried out prior to the takeoff were satisfactory, but as the aircraft climbed the pilot noticed that the nose gear appeared to be up. The nose gear was locked in the selected position and the aircraft was unable to depart the runway. The pilot then decided to go around. AAIB Bulletin 12/2014, Ref: EW/G2014/08/08.

During investigations, it was initially thought that the fault was with a relay on the nose oleo but, on an airtest the following day, it was shown that the fault was in the main undercarriage selection switch 894TS05NYin the cockpit, which was changed. Undercarriage extension and retraction circuits remained satisfactory and the aircraft returned to service.

Investigations found that following a high-energy manoeuvre upon completion of a competition task, the pilot opted to land straight ahead but failed to reduce his speed sufficiently in order to expedite a safe 'straight ahead' landing. The accident was discussed with the site CFI and no further action was taken.

The pilot reported that the power checks carried out prior to the takeoff were satisfactory, but as the aircraft climbed the pilot noticed that the nose gear appeared to be up. The nose gear was locked in the selected position and the aircraft was unable to depart the runway. The pilot then decided to go around. AAIB Bulletin 12/2014, Ref: EW/G2014/08/08.

The pilot reported that the power checks carried out prior to the takeoff were satisfactory, but as the aircraft climbed the pilot noticed that the nose gear appeared to be up. The nose gear was locked in the selected position and the aircraft was unable to depart the runway. The pilot then decided to go around. AAIB Bulletin 12/2014, Ref: EW/G2014/08/08.

The pilot reported that the power checks carried out prior to the takeoff were satisfactory, but as the aircraft climbed the pilot noticed that the nose gear appeared to be up. The nose gear was locked in the selected position and the aircraft was unable to depart the runway. The pilot then decided to go around. AAIB Bulletin 12/2014, Ref: EW/G2014/08/08.

The pilot reported that the power checks carried out prior to the takeoff were satisfactory, but as the aircraft climbed the pilot noticed that the nose gear appeared to be up. The nose gear was locked in the selected position and the aircraft was unable to depart the runway. The pilot then decided to go around. AAIB Bulletin 12/2014, Ref: EW/G2014/08/08.

The pilot reported that the power checks carried out prior to the takeoff were satisfactory, but as the aircraft climbed the pilot noticed that the nose gear appeared to be up. The nose gear was locked in the selected position and the aircraft was unable to depart the runway. The pilot then decided to go around. AAIB Bulletin 12/2014, Ref: EW/G2014/08/08.

The pilot reported that the power checks carried out prior to the takeoff were satisfactory, but as the aircraft climbed the pilot noticed that the nose gear appeared to be up. The nose gear was locked in the selected position and the aircraft was unable to depart the runway. The pilot then decided to go around. AAIB Bulletin 12/2014, Ref: EW/G2014/08/08.

The pilot reported that the power checks carried out prior to the takeoff were satisfactory, but as the aircraft climbed the pilot noticed that the nose gear appeared to be up. The nose gear was locked in the selected position and the aircraft was unable to depart the runway. The pilot then decided to go around. AAIB Bulletin 12/2014, Ref: EW/G2014/08/08.

The pilot reported that the power checks carried out prior to the takeoff were satisfactory, but as the aircraft climbed the pilot noticed that the nose gear appeared to be up. The nose gear was locked in the selected position and the aircraft was unable to depart the runway. The pilot then decided to go around. AAIB Bulletin 12/2014, Ref: EW/G2014/08/08.
UK Reportable Accident. Nose gear

201413543 18/09/2014 Fixed wing 0-2 250 Kg CESSNA 172 EGCL : Fenland Met

201413762 29/09/2014 Fixed wing 0-2 250 Kg YAKOVLEV YAK52 EGSX : North Weald Pilot

201413932 01/10/2014 Fixed wing 0-2 250 Kg PIPER PA24 EGBT : Turweston Technical Malfunction (A/C)

201413594 21/09/2014 Fixed wing 0-2 250 Kg FOURNIER RF4 Enstone Not Assessable

201413556 24/09/2014 Fixed wing 0-2 250 Kg AERO AT3 EIBR : Birr Pilot

201413181 16/09/2014 Fixed wing 0-2 250 Kg GROB G115 EGXE : Leeming Technical Malfunction (A/C) Excessive nosewheel ... shimmy; I elected, however, to continue the sortie. Following an uneventful sortie, I carried out a normal landing,

Investigations found that the supervising engineer commented this was not the first time the trainee engineer had ... maintenance manuals. The aircraft had passed a function check where the

The left hand brake assembly brake linings were incorrectly installed during maintenance repair. A previous and recent airworthiness incident and internal audit investigation found that the brake linings were incorrectly installed during maintenance repair.

CAA Closure: An assessment of the components and the maintenance repair including a review of the staff and procedures and training requirements is recommended.

The pilot was landing after a local flight of about 30 minutes duration. Everything was normal until, on touchdown, he sensed that the aircraft was going over the runway. He applied both brakes firmly and carried out a three-point landing on the mainwheels, which were locked.

Investigations found that the left brake assembly brake linings were incorrectly installed during maintenance repair.

CAA Closure: All aircraft having a maintenance period of 12 months or 1,500 hours' flight time shall be given a major maintenance check and an airworthiness certificate for the subsequent period issued. A full maintenance check or inspection shall be carried out on completion of the major maintenance check.

The left hand brake assembly brake linings were incorrectly installed during maintenance repair.

The pilot was landing after a local flight of about 30 minutes duration. Everything was normal until, on touchdown, he sensed that the aircraft was going over the runway. He applied both brakes firmly and carried out a three-point landing on the mainwheels, which were locked.

Investigations found that the left brake assembly brake linings were incorrectly installed during maintenance repair.

CAA Closure: All aircraft having a maintenance period of 12 months or 1,500 hours' flight time shall be given a major maintenance check and an airworthiness certificate for the subsequent period issued. A full maintenance check or inspection shall be carried out on completion of the major maintenance check.

The left hand brake assembly brake linings were incorrectly installed during maintenance repair.

The pilot was landing after a local flight of about 30 minutes duration. Everything was normal until, on touchdown, he sensed that the aircraft was going over the runway. He applied both brakes firmly and carried out a three-point landing on the mainwheels, which were locked.

Investigations found that the left brake assembly brake linings were incorrectly installed during maintenance repair.

CAA Closure: All aircraft having a maintenance period of 12 months or 1,500 hours' flight time shall be given a major maintenance check and an airworthiness certificate for the subsequent period issued. A full maintenance check or inspection shall be carried out on completion of the major maintenance check.

The left hand brake assembly brake linings were incorrectly installed during maintenance repair.

The pilot was landing after a local flight of about 30 minutes duration. Everything was normal until, on touchdown, he sensed that the aircraft was going over the runway. He applied both brakes firmly and carried out a three-point landing on the mainwheels, which were locked.

Investigations found that the left brake assembly brake linings were incorrectly installed during maintenance repair.

CAA Closure: All aircraft having a maintenance period of 12 months or 1,500 hours' flight time shall be given a major maintenance check and an airworthiness certificate for the subsequent period issued. A full maintenance check or inspection shall be carried out on completion of the major maintenance check.

The left hand brake assembly brake linings were incorrectly installed during maintenance repair.
<table>
<thead>
<tr>
<th>Date</th>
<th>Type</th>
<th>Aircraft</th>
<th>Location</th>
<th>Description</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>20/11/2014</td>
<td>Helicopter</td>
<td>Sikorsky</td>
<td>Humberside</td>
<td>Rotorcraft 2, 251 to 700 Kg, S76 EGNJ (HUY): Humberside Technical Malfunction (A/C) Nose wheel tyre burst during taxi.</td>
<td>AAIB AARF investigation</td>
</tr>
<tr>
<td>06/11/2014</td>
<td>Microlight</td>
<td>0-2 250 Kg</td>
<td></td>
<td>Microlight 0-2, 250 Kg</td>
<td></td>
</tr>
<tr>
<td>18/11/2014</td>
<td>Fixed wing</td>
<td>Piper</td>
<td>Plaistow, London</td>
<td>Fixed wing 0-2, 250 Kg, PA38 EGPU (TRE): Tiree Technical Malfunction (A/C) Burst tyre after venting and landing. Two POB, no injuries. AFS confirmed the A/C had a puncture and AFS and MT staff assisted the pilot to get the A/C to the apron.</td>
<td>AAIB AARF investigation</td>
</tr>
<tr>
<td>09/11/2014</td>
<td>Fixed wing</td>
<td>Beech 76</td>
<td>Cambridge</td>
<td>Fixed wing 0-2, 250 Kg, 76 EGSC (CBG): Cambridge Not Assessable UK Reportable Accident: Aircraft landed in a field after an imperfect landing. Two POB, no injuries. AAIB AARF investigation.</td>
<td>CAA Closure: AAIB downgrade to 'Non-Reportable' from AARF investigation. No further investigation to be progressed by the AAIB.</td>
</tr>
<tr>
<td>28/10/2014</td>
<td>Fixed wing</td>
<td>Cessna 152</td>
<td>Earls Colne</td>
<td>Fixed wing 0-2, 250 Kg, 152 EGSR: Earls Colne Met UK Reportable Accident: Bounced during takeoff. One POB, no injuries. AAIB AARF investigation.</td>
<td>CAA Closure: AAIB downgrade to 'Non-Reportable' from AARF investigation. No further investigation to be progressed by the AAIB.</td>
</tr>
<tr>
<td>31/10/2014</td>
<td>Microlight</td>
<td>Other</td>
<td>London</td>
<td>Microlight 0-2, 250 Kg, London Colney Airstrip Met UK Reportable Accident: Aircraft bounced during landing. One POB, no injuries. AAIB AARF investigation.</td>
<td>CAA Closure: AAIB downgrade to 'Non-Reportable' from AARF investigation. No further investigation to be progressed by the AAIB.</td>
</tr>
<tr>
<td>28/10/2014</td>
<td>Fixed wing</td>
<td>Other</td>
<td></td>
<td>Fixed wing 0-2, 250 Kg</td>
<td></td>
</tr>
</tbody>
</table>

**CAA Closures:**

- **09/11/2014** Fixed wing 0-2, 250 Kg, Beech 76: Cambridge Not Assessable UK Reportable Accident: Aircraft landed in a field after an imperfect landing. Two POB, no injuries. AAIB AARF investigation. 
- **28/10/2014** Fixed wing 0-2, 250 Kg, Cessna 152: Earls Colne Met UK Reportable Accident: Bounced during takeoff. One POB, no injuries. AAIB AARF investigation. 
- **31/10/2014** Microlight 0-2, 250 Kg, London Colney Airstrip Met UK Reportable Accident: Aircraft bounced during landing. One POB, no injuries. AAIB AARF investigation.

**CAA Closures:**

- **09/11/2014** Fixed wing 0-2, 250 Kg, Beech 76: Cambridge Not Assessable UK Reportable Accident: Aircraft landed in a field after an imperfect landing. Two POB, no injuries. AAIB AARF investigation. 
- **28/10/2014** Fixed wing 0-2, 250 Kg, Cessna 152: Earls Colne Met UK Reportable Accident: Bounced during takeoff. One POB, no injuries. AAIB AARF investigation. 
- **31/10/2014** Microlight 0-2, 250 Kg, London Colney Airstrip Met UK Reportable Accident: Aircraft bounced during landing. One POB, no injuries. AAIB AARF investigation.
The aircraft was picked up from the Part 145(M) following out-of-phase maintenance work. All the work was signed as per the CAA and the Company was satisfied with the work carried out. The aircraft pressurisation was tested correctly before take-off and the landing gear failed to retract during take-off. RH main undercarriage gear light INOP and LH main undercarriage gear was retracted. The aircraft was brought to a stop using left hand brake only.

The CAA closure investigation into this incident is investigating the cause. The operator will have to await further investigation findings before any comment can be made.

1. The left main undercarriage gear was disengaged in order to carry out trouble shooting on a pressurisation snag but in the process it was agreed by both the pressurisation and the maintenance organisation that the gear was not correctly deployed.
2. The left hand squat switch was disconnected from the SAS (Selective Aircraft System) computer and the Electronic Flight Instrument System (EFIS) computer.
3. All the remaining undercarriage gears were retracted and the aircraft was towed to the hangar for inspection. The left main undercarriage gear was retracted.
4. The CAA closure investigation into this incident is investigating the cause. The operator will have to await further investigation findings before any comment can be made.

The CAA closure investigation into this incident is investigating the cause. The operator will have to await further investigation findings before any comment can be made.

201416470 21/11/2014 Fixed wing 2 251 to 5 700 Kg BEECH 200 EGTF : Fairoaks Maintenance Aircraft did not pressurise. No Log entry was raised to say that the squat switch had been disconnected. There was no identifying label or streamer or any other warning for the disconnect. The left hand squat switch was disconnected and was found not to be in its correct position.

The CAA closure investigation into this incident is investigating the cause. The operator will have to await further investigation findings before any comment can be made.

201416837 02/12/2014 Fixed wing 0-2 250 Kg DIAMOND DA42 EGHH (BOH): Bournemouth/Hurn Technical Malfunction (A/C) UK Reportable Accident: Landing gear and nose gear failed to extend. The aircraft landed with the nose gear locked in the up position. It was subsequently found that a chain in the nose gear linkage was damaged and this caused the nose gear to fail to extend. The nose gear was carried out and the landing gear is now re-seated.

The CAA closure investigation into this incident is investigating the cause. The operator will have to await further investigation findings before any comment can be made.

201417012 06/12/2014 Fixed wing 0-2 250 Kg EXTRA 300 Wombleton Airfield Technical Malfunction (A/C) UK Reportable Accident: Whilst taxiing, the left hand main undercarriage gear light INOP and LH main undercarriage gear retracted. The aircraft was brought to a stop using left hand brake only.

The CAA closure investigation into this incident is investigating the cause. The operator will have to await further investigation findings before any comment can be made.

201417045 07/12/2014 Fixed wing 2 251 to 5 700 Kg BEECH 99 MBGT (GDT): Grand turk Technical Malfunction (A/C) UK Reportable Accident: The aircraft was brought to a stop using left hand brake only.

The CAA closure investigation into this incident is investigating the cause. The operator will have to await further investigation findings before any comment can be made.

201417058 07/12/2014 Fixed wing 2 251 to 5 700 Kg PIPER PA31 EGHH (BOH): Bournemouth/Hurn Technical Malfunction (A/C) UK Reportable Accident: The aircraft was brought to a stop using left hand brake only. There was no Log entry for the squat switch being disconnected.

The CAA closure investigation into this incident is investigating the cause. The operator will have to await further investigation findings before any comment can be made.

During a flight from Providenciales to Grand Turk, the crew were unable to extend the nose landing gear either by the manual or electric method. The aircraft touched down on the nose gear locked in the up position. It was subsequently found that a chain on the nose gear linkage was damaged and this caused the nose gear to fail to extend. The nose gear was re-seated and the aircraft landed without damage.

The CAA closure investigation into this incident is investigating the cause. The operator will have to await further investigation findings before any comment can be made.

30 January 2015

ACA Bulletin 3/2015

The maintenance organisation which examined the aircraft after recovery found no anomalies or damage to the aircraft.

The CAA closure investigation into this incident is investigating the cause. The operator will have to await further investigation findings before any comment can be made.

201414963 20/11/2014 Fixed wing 2 251 to 5 700 Kg DIAMOND DA40 EGHH (BOH): Bournemouth/Hurn Technical Malfunction (A/C) UK Reportable Accident: The aircraft was brought to a stop using left hand brake only.

The CAA closure investigation into this incident is investigating the cause. The operator will have to await further investigation findings before any comment can be made.

201414563 19/11/2014 Fixed wing 2 251 to 5 700 Kg DIAMOND DA40 EGHH (BOH): Bournemouth/Hurn Technical Malfunction (A/C) UK Reportable Accident: The aircraft was brought to a stop using left hand brake only. There was no Log entry for the squat switch being disconnected.

The CAA closure investigation into this incident is investigating the cause. The operator will have to await further investigation findings before any comment can be made.

The CAA closure investigation into this incident is investigating the cause. The operator will have to await further investigation findings before any comment can be made.
200624 TUPJ (EIS): Roadtown/Beef Island  (Tort)
Aircraft inbound suffered a blown tyre on its port side (left side) just west of taxiway Delta. Runway was closed ... other aircraft were given action to hold. Aircraft was finally fixed and removed at time 2129z. Runway reopened at 2130z.

201500466 10/01/2015 Fixed wing 0-2 250 Kg PIPER PA28 EGMD (LYX): Lydd Technical Malfunction (A/C) Brake failure resulting in nosewheel leaving the paved area.

201500144 03/01/2015 Rotorcraft 2 251 to 5 700 Kg AEROSPATIALE AS365 EGNH (BLK): Blackpool Design / Manufacture ... the swaged fitting incorrectly positioned. This cannot be altered by the end user. As a result, the hose is u/s on fit.

201417647 12/12/2014 Fixed wing 0-2 250 Kg OTHER TUPW (VIJ): Virgin gorda Technical Malfunction (A/C) Brakes locked. The pilot stated that the aircraft was on the ground with no indication. The brakes have been locked. At 15:06, the Captain phoned a third time and explained that the nose wheel had left the paved area. The aircraft was towed back to the hangar.

201418350 16/01/2014 Fixed wing 0-2 250 Kg PIPER PA23 TUPW (VIJ): Virgin gorda Technical Malfunction (A/C) Brakes locked. The pilot stated that the nose wheel had left the paved area. The aircraft was towed back to the hangar.

201417827 20/12/2014 Fixed wing 0-2 250 Kg CESSNA 210 MBPV (PLS): Providenciales Pilot Foreign Accident: Landing gear collapsed.

201418336 09/08/2014 Fixed wing 0-2 250 Kg PIPER PA23 TUPW (VIJ): Virgin gorda Technical Malfunction (A/C) Brakes locked. The pilot stated that the nose wheel had left the paved area. The aircraft was towed back to the hangar.

201418332 01/09/2014 Fixed wing 0-2 250 Kg PIPER PA23 TUPW (VIJ): Virgin gorda Technical Malfunction (A/C) Brakes locked. The pilot stated that the nose wheel had left the paved area. The aircraft was towed back to the hangar.

201418154 20/12/2014 Fixed wing 0-2 250 Kg CESSNA 210 MBPV (PLS): Providenciales Technical Malfunction (A/C) Landing gear... . RFFS WAS ALERTED AND ALL RELEVANT AUTHORITIES NOTIFIED. POB 01/FOB 1HOUR 30 MIMUTES. RUNWAY WAS CLOSED AND REOPENED AT

201417410 13/12/2014 Fixed wing 0-2 250 Kg PIPER PA34 EGKA (ESH): Shoreham Technical Malfunction (A/C) PAN declared and aircraft returned due to

201418338 29/06/2014 Fixed wing 0-2 250 Kg PIPER PA23 TUPW (VIJ): Virgin gorda Technical Malfunction (A/C) Brakes locked. The pilot stated that the nose wheel had left the paved area. The aircraft was towed back to the hangar.

201418333 23/08/2014 Fixed wing 2 251 to 5 700 Kg CESSNA 402 TUPW (VIJ): Virgin gorda Technical Malfunction (A/C) Brakes locked. The pilot stated that the nose wheel had left the paved area. The aircraft was towed back to the hangar.

201418331 16/08/2014 Fixed wing 0-2 250 Kg PIPER PA23 TUPW (VIJ): Virgin gorda Technical Malfunction (A/C) Brakes locked. The pilot stated that the nose wheel had left the paved area. The aircraft was towed back to the hangar.


Technical Malfunction (A/C)

Warning light went out and I got "3 greens". I was confident there was no problem but I requested a visual indication from ATC. They said they had a "strange" light indication. I turned the aircraft back onto the runway as I had no other indication.

I was not mentioned that the nose wheel had left the paved area. The aircraft was towed back to the hangar.

During the after take-off checks on the VFR flight the gear was raised. However the gear lever broke off and became stuck. I was unable to move the aircraft clear of the runway and the emergency staff came in to help me move the aircraft. During takeoff, lights were unlit. I decided to abandon the trip and route to the east of airfield to try and fix the problem before returning back. Due to the uncertain gear state and the very congested airspace and radio frequency I declared a PAN. At about 12:35 hours (est.) the aircraft was taxiing from runway 03 to 21. Noticed the aircraft came to a stop. I alerted the controller and the controller asked if I was able to proceed. I reported that I was not able to proceed but I did report a problem. The RFFS was notified and I was instructed to perform a go-around. The RFFS department held a go-around due to the landing gear indication. They declared an emergency and were likely to try and manually deploy the gear. The checking controller was able to see the gear down. The RFFS department held a go-around due to the landing gear indication. They declared an emergency and were likely to try and manually deploy the gear. The checking controller was able to see the gear down.

At some time after takeoff the nose wheel left the paved area. The flight crew was instructed to declare a PAN. On the low approach I flew a circuit to land on RWY. There were no issues during the landing and the aircraft was landed safely at 1205z. At 1155z, on final approach, the aircraft advised the Approach controller that the aircraft was not indicating 3 greens. A visual inspection of the landing lights was conducted. The nose wheel was still fully retracted and the main gear was 50% deployed. Full emergency action was initiated. The pilot decided to hold in the overhead to try and manually deploy the gear. ADC was advised that 3 greens were now visible and on inspection the gear appeared down and locked.

Within 15 minutes of takeoff the aircraft was at 1000 feet AGL. The pilot reported a climb back down to 1000 feet AGL. After inspection the pilot reported that the right brake was not releasing and the left brake was releasing. He also reported that he could hear a noise when the brakes were deployed. At 1534z, the aircraft landed safely at 1205z.

During the after take-off checks on the VFR flight the gear was raised. However the gear lever broke off and became stuck. I was unable to move the aircraft clear of the runway and the emergency staff came in to help me move the aircraft. After receiving the aircraft back to the terminal and almost reaching the beginning of the runway to turn to the terminal, my right brakes got stuck. I was unable to move the aircraft clear of the runway and the emergency staff came in to help me move the aircraft. The pilot had noticed that the left brakes did not deploy after he was given the takeoff clearance. He was unable to move the gear except the right and was given a go-around clearance. The flight crew declared an emergency and was asked to report to the emergency control zone. The emergency control zone was serviceable. The aircraft landed safely at 1205z.

During the after take-off checks on the VFR flight the gear was raised. However the gear lever broke off and became stuck. I was unable to move the aircraft clear of the runway and the emergency staff came in to help me move the aircraft. After receiving the aircraft back to the terminal and almost reaching the beginning of the runway to turn to the terminal, my right brakes got stuck. I was unable to move the aircraft clear of the runway and the emergency staff came in to help me move the aircraft. The pilot had noticed that the left brakes did not deploy after he was given the takeoff clearance. He was unable to move the gear except the right and was given a go-around clearance. The flight crew declared an emergency and was asked to report to the emergency control zone. The emergency control zone was serviceable. The aircraft landed safely at 1205z.
UK Reportable Accident: Heavy landing.

A normal landing was carried out after a visual approach to runway 01. The nose was lowered and it rolled normally until...

During final approach, pilot requested to cancel his landing clearance to confirm an issue with his gears. Aircraft...

Nose wheel deflated during landing roll.

Landing gear indication.

AAIB investigation.

A compartment was damaged during the landing effort, caused by the rotation on landing. Cut in tube approximately 3mm in length found on side wall, cause undetermined. Internal side wall of tyre inspected for foreign object to determine the cause of tyre deflating, nothing found. Both tyre and tube had 331 landings since new.

Nose wheel assembly removed and disassembled, wheel hubs inspected, satisfactory. Tube inspected, valve stem found to...

Supplementary 26/02/15:

apron engineers report to follow.

CAA Closure: declared, full procedures carried out, RFFS attended. Both crew members disembarked without any assistance.

CAA Closure: declared, full procedures carried out, RFFS attended. Both crew members disembarked without any assistance.

CAA Closing.

One member of the flight crew carried out a visual inspection which revealed a deflated nose wheel. Engineering...
Nosewheel tyre deflation on touchdown.

Go-around flown and flypast inspection

JETSTREAM

During climb out on gear retraction, gear handle indicated gear unsafe. Cycled gear, 3 greens indicated with gear down. Roved the gear handle and advised that the gear was down. Advised ATC of return to maintenance. Advised ATC max 180 KIAS. Extended gear earlier to ensure safe gear extension. 3

TUPA: Auguste George Airport (British)

Gear unsafe indication.

On preparing to send the log card to stores for NLG Retraction Jack, the engineer noticed that the last overhaul date on the log card was 2008, whereas it was 2015. The overhaul EASA Form One was recorded in 2015, with the date of the log card. As a result of this, the engineer undertook an inspection of the part (Serial No: 201501956) and was unable to find any evidence of an overhaul date. The part has a 12000 cycle/6 year overhaul life, and the log card was not recorded.

Investigations identified that the work was completed over an extended timescale due to an overhaul not being recorded. Further inspection of the NH3 loading bay via system showed the issue with the lower landing gear was being installed randomly. The NH3 Landing bay shock strut was determined to be defective. Re-assembly of the landing gear was completed.

Redundant: On further inspection a small cut was found on the main gear landing light and the light was disconnected from the main gear landing light. As a precaution, the aircraft was moved clear of all runways. Two experienced instructors familiar with the aircraft type were local Standby and waited for further information. I was later informed that the a/c had one green light on the mains, and no sign of damage to the landing gear. After further inspection of the landing gear, it was confirmed that the landing gear was down. A go-around was initiated and gear indication fault checklist carried out. A decision was made to return to base. On landing, the nut came off the LH landing gear torque link and this was discovered after checking the nose gear and finding no signs of damage. The toroidal wheel was replaced and the aircraft taxied to the hanger where a full Supplemental Inspection Document (SID) was carried out. The SID was completed and the aircraft was cleared for flight.

Investigations identified that the nose wheel light bulb and as thought, this was the problem. This wasn't done in flight as I didn't know how- I now do!

On landing, the nut came off the LH landing gear torque link and this was discovered after checking the nose gear and finding no signs of damage. The toroidal wheel was replaced and the aircraft taxied to the hanger where a full Supplemental Inspection Document (SID) was carried out. The SID was completed and the aircraft was cleared for flight.

The aircraft was returning from a survey and established on final approach. During final approach checks the pilot reported that the landing gear was unsafe. A go-around was initiated and gear indication fault checklist carried out. A decision was made to return to base. On landing, the nut came off the LH landing gear torque link and this was discovered after checking the nose gear and finding no signs of damage. The toroidal wheel was replaced and the aircraft taxied to the hanger where a full Supplemental Inspection Document (SID) was carried out. The SID was completed and the aircraft was cleared for flight.

The aircraft was returning from a survey and established on final approach. During final approach checks the pilot reported that the landing gear was unsafe. A go-around was initiated and gear indication fault checklist carried out. A decision was made to return to base. On landing, the nut came off the LH landing gear torque link and this was discovered after checking the nose gear and finding no signs of damage. The toroidal wheel was replaced and the aircraft taxied to the hanger where a full Supplemental Inspection Document (SID) was carried out. The SID was completed and the aircraft was cleared for flight.
Landing gear indication failed.

AAIB Bulletin 7/2015 ref EW/G2015/03/03.

The aircraft was taking off when there was an apparent breach of the normal go-around procedure on take-off. The aircraft was taking off from a grass runway, and there was a visible gap in the runway markings. The pilot went around from his first approach to land on Runway 27R, as, due to thermal activity, he was too high over the threshold. The second approach, with a slight crosswind from the right at 13 kt, was better but, as the aircraft touched down on the main wheels, a gust after the right main wheel penetrated the ground and the aircraft touched down heavily and went to a stop. On contact with the ground, the nose leg collapsed, the propeller struck the ground and the aircraft tipped over onto its back. The pilot, who had been wearing a cap and ignored the warning, was unhurt and he vacated the aircraft without assistance. CAA Closur e: 1142 and 1140/2015.

26/02/2015

CAA Closur e: 1142 and 1140/2015.


The aircraft was taking off from a grass gliding field, having abandoned a previous attempt due to an apparent lack of wind on the runway. After two go-arounds, he again attempted to land, applying full spoiler at about 100 ft. However, as he flared, the stall warning light illuminated and the aircraft landed heavily and skidded to a halt. The pilot switched off the engine, which was still running, before vacating the aircraft and reporting the incident. The aircraft was taken off the site for further investigation.

CAA Closur e: 11/04/2015.

AAIB Bulletin 8/2015 ref EW/G2015/04/05.

The pilot believes that the turbulence and his failure to execute a go-around after the bounce from the rough ground caused by trees on the northern perimeter of the airfield was "the worst he had encountered". The aircraft touched down on the main wheels and, as the aircraft traversed over some rough ground during the landing roll, Carburettor icing is suspected as the most probable cause of the power loss. AAIB ref 7/2015 ref EW/G2015/04/05.

TYPICAL TECHNICAL DOCUMENT (A/C) 201503263 04/03/2015 Fixed wing 0-2 250 Kg SLINGSBY Enstone, Oxfordshire No Fault UK Reportable Accident: Heavy landing. 

201503511 21/03/2015 Fixed wing 2 251 to 5 700 Kg BEECH 300 

201503287 10/03/2015 Microlight 0-2 250 Kg JABIRU JABIRU Oxenhope Met UK Reportable Accident: Nose landing gear failure.

201504229 05/04/2015 Fixed wing 0-2 250 Kg PIPER PA28R EGNJ (HUY): Humberside Technical Malfunction (A/C) Pilot reported undercarriage problems to ATC. The aircraft was taken off the site for further investigation.

Technical Malfunction (A/C) Go-around flown due to no landing gear indication.

Two POB, no injuries reported. AAIB AARF investigation.

Landing gear indication failed.

AAIB Bulletin 7/2015 ref EW/G2015/03/03.

The aircraft was taking off from a grass runway, having abandoned a previous attempt due to an apparent lack of wind on the runway. After two go-arounds, he again attempted to land, applying full spoiler at about 100 ft. However, as he flared, the stall warning light illuminated and the aircraft landed heavily and skidded to a halt. The pilot switched off the engine, which was still running, before vacating the aircraft and reporting the incident. The aircraft was taken off the site for further investigation.

CAA Closur e:


The aircraft was taking off from a grass gliding field, having abandoned a previous attempt due to an apparent lack of wind on the runway. After two go-arounds, he again attempted to land, applying full spoiler at about 100 ft. However, as he flared, the stall warning light illuminated and the aircraft landed heavily and skidded to a halt. The pilot switched off the engine, which was still running, before vacating the aircraft and reporting the incident. The aircraft was taken off the site for further investigation.

CAA Closur e: 11/04/2015.

AAIB Bulletin 8/2015 ref EW/G2015/04/05.

The pilot believes that the turbulence and his failure to execute a go-around after the bounce from the rough ground caused by trees on the northern perimeter of the airfield was "the worst he had encountered". The aircraft touched down on the main wheels and, as the aircraft traversed over some rough ground during the landing roll, Carburettor icing is suspected as the most probable cause of the power loss. AAIB ref 7/2015 ref EW/G2015/04/05.

TYPICAL TECHNICAL DOCUMENT (A/C) 201503263 04/03/2015 Fixed wing 0-2 250 Kg SLINGSBY Enstone, Oxfordshire No Fault UK Reportable Accident: Heavy landing. 

201503511 21/03/2015 Fixed wing 2 251 to 5 700 Kg BEECH 300 

201503287 10/03/2015 Microlight 0-2 250 Kg JABIRU JABIRU Oxenhope Met UK Reportable Accident: Nose landing gear failure.

201504229 05/04/2015 Fixed wing 0-2 250 Kg PIPER PA28R EGNJ (HUY): Humberside Technical Malfunction (A/C) Pilot reported undercarriage problems to ATC. The aircraft was taken off the site for further investigation.

Technical Malfunction (A/C) Go-around flown due to no landing gear indication.

Two POB, no injuries reported. AAIB AARF investigation.

Landing gear indication failed.

AAIB Bulletin 7/2015 ref EW/G2015/03/03.

The aircraft was taking off from a grass gliding field, having abandoned a previous attempt due to an apparent lack of wind on the runway. After two go-arounds, he again attempted to land, applying full spoiler at about 100 ft. However, as he flared, the stall warning light illuminated and the aircraft landed heavily and skidded to a halt. The pilot switched off the engine, which was still running, before vacating the aircraft and reporting the incident. The aircraft was taken off the site for further investigation.

CAA Closur e:


The aircraft was taking off from a grass runway, having abandoned a previous attempt due to an apparent lack of wind on the runway. After two go-arounds, he again attempted to land, applying full spoiler at about 100 ft. However, as he flared, the stall warning light illuminated and the aircraft landed heavily and skidded to a halt. The pilot switched off the engine, which was still running, before vacating the aircraft and reporting the incident. The aircraft was taken off the site for further investigation.

CAA Closur e: 11/04/2015.

AAIB Bulletin 8/2015 ref EW/G2015/04/05.

The pilot believes that the turbulence and his failure to execute a go-around after the bounce from the rough ground caused by trees on the northern perimeter of the airfield was "the worst he had encountered". The aircraft touched down on the main wheels and, as the aircraft traversed over some rough ground during the landing roll, Carburettor icing is suspected as the most probable cause of the power loss. AAIB ref 7/2015 ref EW/G2015/04/05.

TYPICAL TECHNICAL DOCUMENT (A/C) 201503263 04/03/2015 Fixed wing 0-2 250 Kg SLINGSBY Enstone, Oxfordshire No Fault UK Reportable Accident: Heavy landing. 

201503511 21/03/2015 Fixed wing 2 251 to 5 700 Kg BEECH 300 

201503287 10/03/2015 Microlight 0-2 250 Kg JABIRU JABIRU Oxenhope Met UK Reportable Accident: Nose landing gear failure.

201504229 05/04/2015 Fixed wing 0-2 250 Kg PIPER PA28R EGNJ (HUY): Humberside Technical Malfunction (A/C) Pilot reported undercarriage problems to ATC. The aircraft was taken off the site for further investigation.

Technical Malfunction (A/C) Go-around flown due to no landing gear indication.

Two POB, no injuries reported. AAIB AARF investigation.

Landing gear indication failed.

AAIB Bulletin 7/2015 ref EW/G2015/03/03.

The aircraft was taking off from a grass gliding field, having abandoned a previous attempt due to an apparent lack of wind on the runway. After two go-arounds, he again attempted to land, applying full spoiler at about 100 ft. However, as he flared, the stall warning light illuminated and the aircraft landed heavily and skidded to a halt. The pilot switched off the engine, which was still running, before vacating the aircraft and reporting the incident. The aircraft was taken off the site for further investigation.

CAA Closur e:

Whilst taxiing to line up on runway 07 in a right hand turn we lost nose wheel steering. We brought the aircraft to a halt on the runway, informed ATC and requested a tow back to the apron where the passengers were disembarked without incident.

UK Reportable Accident: Nose landing gear

EVEKTOR AEROTECH
201505933 30/04/2015 Fixed wing 0-2 250 Kg NORTH AMERICAN T28 EGSU : Duxford Not Assessable

201505465 19/04/2015 Fixed wing 0-2 250 Kg CESSNA 182 Stoke Golding Technical Malfunction (A/C) UK Reportable Accident: Nosewheel

201506231 10/05/2015 Fixed wing 2 251 to 5 700 Kg CESSNA 182 EGNC (CAX): Carlisle Not Assessable UK Reportable Accident: Bounced landing.

201505337 23/04/2015 Fixed wing 2 251 to 5 700 Kg BEECH 200 OLBA (BEY): Beirut/Intl Technical Malfunction (Gnd Services) Nose wheel ... in, I noticed the nose wheel tyre of the aircraft was totally deflated. Grounded the aircraft and advised maintenance.

201506159 08/05/2015 Fixed wing 2 251 to 5 700 Kg BEECH 200 EGYD : Cranwell Technical Malfunction (A/C) Defect indications on both lower torque link...in, I noticed the nose wheel tyre of the aircraft was totally deflated. Grounded the aircraft and advised maintenance.

201506289 11/05/2015 Fixed wing 0-2 250 Kg DIAMOND DA42 EGBJ (GLO): Gloucestershire Technical Malfunction (A/C) Fly-past inspection carried out due to...subject to AAIB AARF investigation.

201506443 13/05/2015 Fixed wing 0-2 250 Kg PIPER PA28 Membury Airfield Not Assessable UK Reportable Accident: Aircraft over-ran

201506105 08/05/2015 Fixed wing 2 251 to 5 700 Kg BEECH 200 EGYD : Cranwell Technical Malfunction (A/C) Defect indications on both lower torque link...in, I noticed the nose wheel tyre of the aircraft was totally deflated. Grounded the aircraft and advised maintenance.

Pilot requested diversion, with hydraulic problem and believed the nose-wheel was not locked down. Full emergency declared. A/c did a fly by. Wheels appeared to be down. Landed safely and taxied to stand.
Local standby initiated due to unsafe technical malfunction.

Radio to say that I had come off the runway. I shut the engine down, pulled out the mixture and turned off all electrics. I reported to the controller on 128.00 to say that I was 7nm out and in bound for a long final to land. The controller said I was running over the top of the runway and I had to go around. The aircraft was repositioned to a safe location and then the plane was taxied to a safe area where the aircraft was safely returned to service. The incident was reported to the airworthiness authority.

Subject to AAIB investigation.

During post flight inspection, the RH Bearpaw was observed to be missing with only the jubilee clip remaining. There had been no visual or aural indication of its detachment during flight but it had definitely been detached on departure.

A Quality notice will be issued by QA to make all maintenance staff aware.

Subject to AAIB investigation.

A/2615 was landed and taxied safely to a stand. No further investigations were carried out on this issue for this aircraft when similar defects were found on the R/H MLG. The defect indication was confirmed on the L/H main undercarriage lower torque link mount using fluorescent penetrant technique. The defect indication was successfully detected but it was not located in the correct location as per AMM 32-21-07-20-A and IPC 32-21-07-20 Fig 20. The range of play stated in AMM 32-21-07-20-A is to be between 0.0025" to 0.0025". The washer was found to have been installed under the head of the bolt instead of its correct location as per AMM/IPC. Quality notice will be issued by QA to make all maintenance staff aware.
<table>
<thead>
<tr>
<th>Date</th>
<th>Aircraft Type</th>
<th>Weight</th>
<th>Location</th>
<th>Result</th>
<th>Description</th>
<th>Subject to Investigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>201509706</td>
<td>Fixed wing 0-2 250 Kg</td>
<td>EUROPA Laddingford</td>
<td>EU Reportable Accident: Landing gear detached as aircraft entered a drainage ditch. Damage to aircraft. Subject to AAIB AARF investigation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>201509724</td>
<td>Fixed wing 2 251 to 5 700 Kg</td>
<td>OTHER EGSP Peterborough/Sibson</td>
<td>UK Reportable Accident: Landing gear failed on landing. No injuries. Damage to fuselage and propeller. Subject to AAIB AARF investigation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>201509730</td>
<td>Fixed wing 0-2 250 Kg</td>
<td>SCHLEICHER ASK13 Tibenham</td>
<td>UK Reportable Accident: Airbrake control failure. Two POB, no injuries. Substantial damage to bell crank mounting bracket. Subject to BGA investigation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>201510313</td>
<td>Fixed wing 0-2 250 Kg</td>
<td>CESSNA FA152 EGTO (RCS) Rochester</td>
<td>UK Reportable Accident: Nose landing gear collapsed during heavy landing. One POB, no injuries. Subject to AAIB AARF investigation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>201510450</td>
<td>Fixed wing 0-2 250 Kg</td>
<td>OTHER Croydon Top Farm Airfield</td>
<td>UK Reportable Accident: Hard landing. One POB, no injuries. Subject to AAIB AARF investigation. Heavy landing. Undercarriage damaged.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>201510709</td>
<td>Fixed wing 0-2 250 Kg</td>
<td>OTHER EGBG Leicester</td>
<td>UK Reportable Accident: Forced landing due to engine failure. Damage: Propeller, engine and landing gear damaged. One POB, no injuries. Subject to AAIB AARF investigation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>201510964</td>
<td>Fixed wing 0-2 250 Kg</td>
<td>OTHER EGTF Fairoaks</td>
<td>UK Reportable Accident: Nose gear failure on landing. Two POB, no injuries. Damage to aircraft nose gear. Subject to AAIB AARF investigation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>201511075</td>
<td>Microlight 0-2 250 Kg</td>
<td>COMCO IKARUS IKARUS C42 Plockton Airfield</td>
<td>UK Reportable Accident: Hard landing. Two POB, no injuries. Damage to landing gear. Subject to AAIB AARF investigation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>201511490</td>
<td>Fixed wing 0-2 250 Kg</td>
<td>PIPER PA23 EGHE (ISC) Scilly Isles/St. Mary's</td>
<td>UK Reportable Accident: Heavy landing. Three POB, no injuries reported. Subject to AAIB AARF investigation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>201511526</td>
<td>Fixed wing 0-2 250 Kg</td>
<td>CESSNA 172 EGSL Andrewsfield</td>
<td>UK Reportable Accident: Nose gear collapsed on landing. Three POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>201511819</td>
<td>Fixed wing 0-2 250 Kg</td>
<td>SOCATA TB20 EGPE Inverness</td>
<td>UK Reportable Accident: Hard landing. Three POB, no injuries. Damage to landing gear. Subject to AAIB AARF investigation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>201512191</td>
<td>Fixed wing 0-2 250 Kg</td>
<td>STODDARD HAMILTON GLASAIR EGTF Fairoaks</td>
<td>Technical Malfunction (A/C) UK Reportable Accident: RH main landing gear failed to extend. One POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>201512323</td>
<td>Fixed wing 0-2 250 Kg</td>
<td>CESSNA 172 EGNJ (HUY) Humberside Pilot</td>
<td>UK Reportable Accident: Impacted runway light on landing. One POB, no injuries. Damage to aircraft flap. Subject to AAIB AARF investigation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>201512191</td>
<td>Microlight 0-2 250 Kg</td>
<td>EGNIA (EGTF)</td>
<td>UK Reportable Accident: Heavy landing. One POB, no injuries. Subject to AAIB AARF investigation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>201511526</td>
<td>Fixed wing 0-2 250 Kg</td>
<td>CESSNA 172 EGSL Andrewsfield</td>
<td>UK Reportable Accident: Nose gear collapsed on landing. Three POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**Traffic Scenario:**

- The Visual Circuit was busy with both Rwy 26 Asphalt and Grass in use along with some joining and departure runs.
- The RFFS had heard the debris report whilst monitoring 118.9MHz on airband and responded to the incident and confirmed debris was littered on the starter extension. The runway was closed until further notice, but no incidents or hazards were reported.
- The plane was trying to go around with heavy flaps and landing gear, but lost control and turned away from the runway.
- The pilot announced a “wind gust” while attempting to go around, but the tower cleared him to land on the runway.
- The aircraft touched down hard and the pilot announced a “green light”.
- The aircraft was towed to the active runway and cleared to land.
- The pilot then requested the surface wind, which I then replied along with the landing clearance.
- Upon landing, the aircraft was seen to bounce slightly as it touched down, but then it quickly slowed down under its own power and stopped. The pilot then announced for any hazards or problems with its nose wheel. I asked whether the aircraft could move under its own power, to which the pilot said negative, and at that point I declared an Emergency.
- The aircraft was towed from the runway to a parking area.
201512381 04/09/2015 Fixed wing 0-2 250 Kg RUTAN LONGEZ EGBK (ORM): Northampton/Sywell Technical Malfunction (A/C) Nose ... prior to touchdown, I experienced an adverse sink rate, resulting in a hard landing on the main undercarriage, with a jolting touchdown of the nose wheel. The nose wheel was severely bent on impact, I commenced braking and steered off the field onto the grass to avoid the damage to the aircraft. Pre-damage to the aircraft was only cosmetic. Within a friction device is fitted to prevent the steering handle spinning as a result of a hard landing, it had become worn and less effective. In addition to a friction device, a tether will be fitted to prevent a recurrence.

201512401 07/09/2015 Fixed wing 2 251 to 5 700 Kg CESSNA 208 Unknown Technical Malfunction (A/C) Water rudder posts found cracked. During scheduled 100 hour float maintenance both left and right water rudder posts P/N: 8A8000-098 were found cracked.

201512452 21/08/2015 Fixed wing 2 251 to 5 700 Kg CESSNA 510 EGNM (LBA): LEEDS BRADFORD Technical Malfunction (A/C) A/C landed and was instructed to vacate on TWY Lima. A/C stopped and pilot reported a burst tyre, starboard side. The R/W was inspected, no debris found.

201512648 25/08/2015 Fixed wing 2 251 to 5 700 Kg BRITTEN NORMAN BN2B TRPG John A Osborne Technical Malfunction (A/C) The wobbling continued throughout the roll-out but by the time the aircraft slowed enough to turn into the taxi-way the wobbling appeared to be under control. The pilot was advised of the wobbling by ATC.

201513209 18/09/2015 Fixed wing 0-2 250 Kg VANS RV9 EGLS : Old Sarum Technical Malfunction (A/C) Undercarriage collapsed on landing. Damage: Undercarriage, propeller. Two POB, no injuries reported. Subject to AAIB AARF investigation.

201513380 08/08/2015 Fixed wing 0-2 250 Kg MILES EGGP (LPL): Liverpool Technical Malfunction (A/C) Tyre burst taxying. After landing on Runway 27, the aircraft vacated the runway at E and taxied along Taxyway A to enter the General Aviation Concourse area to pick up two passengers. The aircraft then went to stand by on the left side of the runway. The aircraft was at a low pitch and the engines were running. The post-handover was commenced by a member of the ground staff. At 13:39Z, the aircraft was taxied from the runway area and taxied to the holding point. The ATC was informed and the aircraft was instructed to stop and shut down. A call was placed to Fire and the aircraft was vacated when the engines were shut down. Personnel arrived shortly with an aircraft mover and the aircraft was transported to the Apron with the port undercarriage supported on the mover with the port side of the aircraft secured with a cable. The aircraft was pushed to a convenient position on the runway side of the Apron and later the aircraft was made safe.

201513785 26/09/2015 Fixed wing 0-2 250 Kg OTHER EGNS (IOM): Isle Of Man/Ronaldsway Technical Malfunction (A/C) Aircraft landed with nose gear retracted. One POB, no injuries sustained. Damage to be confirmed. Subject to AAIB AARF investigation.

201514160 03/10/2015 Fixed wing 0-2 250 Kg PIPER PA16 EGAB : Enniskillen/St. Angelo Technical Malfunction (A/C) Aircraft undercarriage collapsed on landing. Aircraft Piper PA16 Clipper with two persons on board was landing runway 15 at 13.28Z. After touchdown the port side undercarriage collapsed and aircraft carried out a ground loop coming to a halt on the left side of the active runway.

RFFS were deployed and arrived on scene at 13.29. Two occupants were observed standing beside the aircraft and informed RFFS personnel that they had no injuries. This information was passed on to ATC and no further emergency services required. The pilot informed RFFS that fuel valves had been switched off and no leaks of fuel or oil observed. The stricken aircraft was man handled off the active runway by RFFS personnel and positioned past the D3 holding point on D taxiway thus clearing the active runway which had been closed in consequence of the accident.