



OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 September 2014 and 30 September 2014

FIXED WING AIRCRAFT

AERO AT3	BOMBARDIER ROTAX	Climb to cruising level or altitude	POL	09/08/2014	201410835
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Infringement of Airway N57A (Class A) by an AT3. Standard separation maintained.
I was alerted by CAIT to an infringer West of POL on a EGNH 0450 conspicuity code. I contacted EGNH and they transmitted to the aircraft and he confirmed he was passing 8300ft (base 4500ft), I instructed EGNH to inform the aircraft to descend and turn West immediately, due pending EGNM departures. The aircraft continued to track East and started to descend. A EGNM departure was given a HDG of 180deg to keep clear. The highest observed level of the aircraft was FL86.

AMERICAN GENERAL AG5	LYCOMING 360 FAMILY	Cruise	52 58N 02 32W	17/08/2014	201411281
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Infringement of the Daventry CTA (Class A) by an AG5B at FL70. Standard separation maintained.
A CAIT return was seen at position 52 58N 02 32W at FL70. No ID was determined from Mode S. The next controller told me the aircraft went to Sleep.
Supplementary 27/08/14:
The pilot considers that the incident occurred whilst he was avoiding weather/cloud.

AVID	BOMBARDIER ROTAX 582	En-route	Midhurst	13/09/2014	201412938
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UK Reportable Accident: Aircraft suffered engine failure and made forced landing in a field. One POB, no injuries reported. Subject to AAIB AARF investigation.

AVIONS ROBIN DR400	LYCOMING 235 FAMILY	Cruise	EGGW (LTN): London/Luton	16/08/2014	201411332
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Infringement of the Luton CTA (Class D) by a DR400 at 3800ft. Standard separation maintained.
I was working as OJT1 on GW INT. At approx 1536Z, a 7000 squawk with mode C entered the Luton CTA, north of Luton airport between 3700ft and 3800ft (where the base is 3500ft). The aircraft tracked South West before turning North East and descending back below controlled airspace. Northbound departures were stopped (though there were none). Several blind calls were made on the frequency, with no response. The GSA contacted Dunstable Downs, who confirmed the aircraft was not one of theirs.

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

AVIONS ROBIN DR400	LYCOMING 360 FAMILY	Climb to cruising level or altitude	HAZEL	31/08/2014	201411583
Infringement of the London TMA (Class A) by a DR400 climbing through FL64 to FL75. Separation lost with two a/c as a result of this infringement. Ainfrired CAS initially SW of CPT at FL64 but then went outside in the fillet of airspace to the West where the base is FL65. We were keeping an eye on the aand it then turned SE towards hazel and entered CAS again about 12nm NW of Hazel .The a/c then climbed to FL75. Neither EGLF or ECHI were providing a service to the aand when it appeared to be making an approach towards Sandown the OS called Sandown Radio to try and trace the abut the operator was too busy to speak to that OS. SW deps/OCK had become quite busy with SAM deps off of EGKK one of which I believe may have only had 4500' and 1nm. Supplementary 05/09/14: Flying with first time flyer passenger who was extremely nervous. I elected to fly above the cloud base as it was broken all the way to the coast. I was well aware of my position throughout the journey but allowed my concern for my passenger to override my airmanship in climbing into the upper CAS as the cloud was rising steadily. I was also trying to avoid Southampton's lower air space, and did not pay enough attention to the upper CAS levels. Thus, infringed the areas set at 4,500 base for the airspace. My reason for not descending through the many broken cloud gaps was that the turbulence created, would further stress my first time passenger. I could see the cloud base ending at the coast and knew I could descend gently across the sea in steady air.					
AVIONS ROBIN DR400	LYCOMING 320 FAMILY	Cruise	EGCN : DONCASTER SHEFFIELD	31/08/2014	201412112
Infringement of the Doncaster Sheffield CTA (Class D) by DR400 at 2800ft. Traffic info given. Standard separation maintained. DR400 entered CTA2 class D from the west wearing 1177 squawk, no Mode C. London Info stated that they had lost R/T contact with the aircraft and didn't know its height. VFR traffic was being vectored for a right hand ILS 02 and was given traffic on what was believed to be aircraft below controlled airspace. I spoke to EGNE to see if they were working the aircraft they stated that aircraft was at alt 2.8. I gave updated traffic to the aircraft being vectored who stated they were visual. No separation was lost as traffic were VFR but the closest they came were 2 miles with 1 aircraft not on frequency.					
AVIONS ROBIN DR400	LYCOMING 235 FAMILY	Circuit pattern - downwind	EGKH : Lashenden/Headcorn	02/09/2014	201412176
UK AIRPROX 2014/164 - DR400 and a Microlight at 1000ft in left hand circuit at Headcorn.					
AVIONS ROBIN DR400	LYCOMING 360 FAMILY	Level off- touchdown	Spilstead Farm Airstrip	02/09/2014	201412397
UK Reportable Accident: Aircraft landed short of runway. Nose leg collapsed and propeller damaged. One POB, no injuries. Subject to AAIB AARF investigation.					
AVIONS ROBIN DR400	LYCOMING 360 FAMILY	Cruise	EGSS (STN): London/Stansted	20/08/2014	201411478
DR400 infringed the Stansted CTA (Class D). Standard separation maintained. At 1440z I watched a 5024 Farnborough squawk enter the Stansted CTA just North of Audley End at 1900 feet tracking east bound. I immediately phoned Farnborough and the aircraft began descending to ultimately leave CAS. Farnborough identified the aircraft. Supplementary 02/09/14: After being given TMZ 1 transit not above 1400 feet the aircraft entered the Stansted CTA at 1900 feet, 4 miles NE of Audley end, tracking East. I told the aircraft to descend which he complied with immediately.					
AVIONS ROBIN HR200	LYCOMING 235 FAMILY	Cruise	EGLC (LCY): London city	04/08/2014	201410620
Possible infringement of the LTMA (Class A) by a HR200. Unknown traffic on 7000 squawk climbed into CAS indicating 2600ft 1.5nm ahead of an EMB190 which was climbing through 4300ft to 6000ft. I gave avoiding action and traffic info. It was followed by EMB170 which I also turned to avoid (avoiding action phraseology not used). The unknown a/c changed onto 5054 and was identified by EGMC as a HR200. Supplementary 21/08/2014: The radar data has been viewed. CAIT activated at 10.25 when an aircraft, later identified as a HR200 climbed to 2600ft where the base of CAS is 2500ft. The controller acted correctly by issuing avoiding action to EMB190 and EMB170 as the intentions of the aircraft were unknown. It can be confirmed that the a/c did not climb above 2600ft.					
BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Cruise	En route	01/07/2014	201408724
PAN declared due to instrument failure. When aircraft called on frequency he advised that he was declaring a PAN due to instrument failure and was investigating the problem. He reported that he needed to maintain VMC. The PAN was acknowledged and TC East advised. Shortly thereafter, the crew advised that they had lost the Captain's side instruments but had the First Officer's side and wished to divert. When questioned, he advised that maintaining VMC on the descent looked likely. The crew requested that the Company be advised of the diversion and this was done. The details were passed on to TC and the aircraft was transferred to them. Supplementary 01/07/14: nr1 and n2 inverter systems failed during flight.					

BEECH 200	UNKNOWN	Standing : Engine(s) Not Operating	LXGB (GIB): Gibraltar/North Front	29/08/2014	201411995
Concrete pumping gantry/arm raised in site of Officers Mess DTC. At 1300 the concrete pump was seen already raised in the site of the Officers Mess at DTC. No notice was given nor was permission asked to raise it from the site. O/C Ops and the GM were contacted and informed. The runway in use was changed (fortunately prevailing weather allowed this) in order to allow a medevac to depart without delay.					
BEECH 200	UNKNOWN	Approach	EGPH (EDI): Edinburgh	12/08/2014	201412693
Blue laser attack.					
BEECH 350	UNKNOWN	Taxi to runway	EGNC (CAX): Carlisle	04/09/2014	201412481
Runway incursion by a BE350. Runway in use 25, circuit active with one light aircraft. A BE350 with 2 pilots and 8 POB was instructed to taxi via "B" to Holding Point "C" and hold at "C". Pilot read back the clearance correctly. A short time later, I received the departure clearance from Tay sector. Departure clearance was passed to BE350. I was checking the Flight Progress Strip during the read back and then looked up just in time to see BE350 crossing "C" hold. The aircraft was instructed to stop. I checked the position of the circuit traffic; the traffic was downwind LH R/W25. BE350 was then instructed to vacate R/W25 and hold at "C", the pilot complied. Result of listening to the RTF recording and conversation with the DATCO. The a/c had been cleared to taxi and hold at Holding Point "C". This was read back and acknowledged by the (presumed) co-pilot. The airways clearance was given to the co-pilot whilst the a/c was taxiing on R/W19 towards Holding Point "C". The clearance was being read back by the co-pilot with the DATCO looking down at the Flight Progress Strip on the control desk to confirm the acknowledgement. When the DATCO looked up, she noticed that the nose of a/c was just crossing the holding point line. The DATCO said the a/c did not appear to be stopping. The pilot was instructed to "Hold position, Hold position, you have crossed "C". The other a/c in the visual circuit was downwind. The pilot of BE350 was instructed to continue onto the runway to vacate the runway by turning right towards the intersection of R/W25 and 19 and then right again back to Holding Point "C". At 16:44:39 ATCO said "BE350, I have your clearance if you're ready" then "BE350 clearance after departure is to climb on track DCS VOR, FL80 and squawk 2217, Frequency when advised 124.5" Co-pilot replied "BE350 is cleared to ur ur (destination) er er via Dean Cross DCS flight level 80, Squawk 2217 and when advised frequency 124.5, correct. As the a/c had departed to a foreign destination , I was unable to speak to the pilot. There is a possibility that the phrase "after departure" was interpreted as permission to enter the runway or the pilot may have been distracted as he approached the holding point. Ideally, the clearance should be passed whilst on the wide R/W19 before approaching Holding Point "C. This is after the pilot had exited Taxiway "B", which requires concentration". The response from Scottish Control Tay sector to a clearance request is often slow, so there is not often the opportunity to pass it at the ideal time. On many occasions the a/c is waiting at the holding point for the departure clearance. The phrase "after departure" is correct terminology CAP 413 paragraph 1.7.12 refers to usage of the phrase. Coincidentally, I was speaking to the pilots earlier that day and they indicated that this was the first visit for one but the other had been to Carlisle many times. The Operations staff also reported that the pilots had asked them upon arrival, what the "Hotspot" circles were for on the UK AIP Aerodrome chart. The use of this phraseology has been discussed with the Northern region inspector assigned to the airport and another airport ATCO.					
BEECH 36	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Climb to cruising level or altitude	EGNM (LBA): LEEDS BRADFORD	12/08/2014	201411072
Infringement of the Leeds CTA (Class D) by a BE36 squawking 2676 observed indicating A33 climbing. Traffic info given. 0737z BE36 contacts Leeds Radar just airborne from a private site near Garforth routing to EGBJ requesting a Basic Service. BE36 instructed Leeds QNH1001, Basic Service and to remain outside controlled airspace. Aircraft acknowledged basic service and to remain outside CAS. BE36 then instructed to squawk 2676 as it was believed his intended routing would be underneath Leeds CAS. I observed BE36 passing A2.5 climbing close to the eastern edge of CAS so I stopped the descent of inbound aircraft who was turning onto left base at 4A then passed traffic. Aircraft on left base then descended to 3A and turned left 350 to establish ILS. BE36 observed at A31 5nm south of Garforth (Base CAS 3A). BE36 then observed indicating A33 climbing, whilst directly underneath a 14nm final for runway 32. Aircraft asked to report level and confirmed A33. Aircraft informed of CAS infringement.					
BEECH 36	UNKNOWN	Cruise	WELIN	07/08/2014	201410824
Infringement of the Daventry CTA (Class A) NE of Welin at an indicated 5000ft. Standard separation maintained. 10 miles NE of Welin, a 7000 squawk was observed at 5000 feet where the base is 4500 feet. The registration was confirmed. It was outbound from EGTK and appeared to descend in the EGXT area. We had no traffic to affect.					
BEECH 36	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Cruise	EGHI (SOU): Southampton	04/09/2014	201412513
Infringement of the Solent CTA (Class D) by a Beech 36 at 2600ft. Traffic info given. Standard separation maintained. I had just taken over the Solent Radar position when the off going controller pointed out a 7000 squawk approaching the NW boundary of CAS indicating 2600ft. The contact entered the CTA bearing 345/8nm SAM at 2600ft where the base of CAS is 2000ft, AIW alarmed. The contact then turned the right and shortly left the CTA. Blind calls were made using the callsign provided by Mode S, but no reply was forthcoming. The contact subsequently changed to a Bournemouth squawk permitting confirmation of the callsign. Supplementary 16/09/14: This is a route I fly a lot and I believe the reason for the infringement was routing to close to Southampton CTA and then drifting into Southampton CTA because of concentrating on changing iPad function and not on my position.					

BEECH G58	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Landing	EGPC (WIC): Wick	09/09/2014	201412712
Aircraft landed on R/W13 without clearance. Aircraft inbound from Southeast cancelled IFR at time 1820 and was told to report right hand downwind for runway 13, both trainee and OJTI were looking out of the VCR window to the West looking for the A/C to report downwind. No aircraft was observed downwind nor was any downwind call received. At 1823 trainee observed A/C touching down at 13 threshold without clearance, aircraft was given taxi instructions to apron which were read back fully.					
BRITTEN NORMAN BN2	LYCOMING 540 FAMILY	Cruise	UNKNOWN	10/08/2014	201410859
BN2 level bust. BN2 called on frequency descending to FL100, at 0917 I observed the Mode C read FL097. By the time I had transmitted to a few other aircraft, BN2 had returned to the cleared level.					
BRITTEN NORMAN BN2	LYCOMING 540 FAMILY	Standing	EGEW (WRY): Westray oi	22/08/2014	201411632
Cargo door discovered open and unlocked on arrival. On landing after a short flight from WRY the cargo door was discovered to be open and unlocked. The cargo door had been opened on departure to unload/load bags and freight. I received the thumbs up prior to start and was surprised to find that the door was unlocked on arrival. Airflow and balanced turns meant that the door remained closed in flight and nothing was reported as missing on arrival. Under investigation.					
BRITTEN NORMAN BN2	UNKNOWN	En-route - holding	Not specified	10/08/2014	201411697
Aircraft at FL130 in holding pattern above BIG hold descended to FL120 without clearance due to weather. At the time BIG Hold was full and FL120 was occupied. Aircraft at FL120 was issued vectors and avoiding action to increase distance. Aircraft, a tv relay flight, was in a holding pattern above the BIG hold at FL130. Without any notification, aircraft descended to FL120 and on reaching FL120 informed me that due to WX he would be now maintaining FL120 to carry out his task. The BIG hold was full, and FL120 was occupied by another aircraft. Given the adverse weather conditions the other aircraft at FL120 was farther south than would normally be expected for a hold at BIG and therefore no loss of separation occurred. I immediately instructed FHPIX to climb again to FL130 which he did not do immediately again citing the weather conditions. I also issued vectors to increase the distance from the other aircraft and used avoiding action. At the same time my co-ordinator contacted EGLL APC (working the other aircraft) and arranged a course of action which led to the other aircraft turning out if its holding pattern and away from the first aircraft. The workload and complexity throughout this full session was extremely high and a lot of that can be attributed to the positioning of this CAT Z flight.					
BRITTEN NORMAN BN2	LYCOMING 540 FAMILY	Take-off run	EGHE (ISC): Scilly Isles/St. Mary's	13/09/2014	201412892
Rejected take-off due to birdstrike. Propeller and landing gear struck. Aborted take-off.					
BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Taxi from runway	EGNR : Hawarden	02/06/2014	201407624
Engine failed and began leaking fuel during taxi in. Aircraft landed on R/W22 after completing a circuit detail. The aircraft vacated onto taxiway Alpha and as it approached holding point A1, the pilot reported that the RH engine had failed and the aircraft stopped to attempt a restart. After asking the question, the pilot reported that no assistance was required. Shortly afterwards, the pilot reported that he was closing down in situ as the RH engine was leaking fuel. The engine had already been shut down and the pilot reported that the fuel was switched off. An Aircraft Ground Incident was called. RFFS responded and after a brief inspection, the aircraft was towed back to the apron. RFFS cleaned away the minor fuel spill and following an runway and taxiway inspection, the aircraft was declared fully serviceable.					
BRITTEN NORMAN BN2B	LYCOMING 540 FAMILY	Cruise	EGEN (NRL): North ronaldsay	21/08/2014	201411496
Pilot's external door handle missing. After taxiing in and parking it was discovered that the pilot's door external door handle was missing. A search of the runway did not find the handle. The door could still be opened and closed/locked from inside. No other doors were affected. On getting airborne again, a search of the departure runway was instigated but no handle found. With the exception of a short overland section, my outbound flight was conducted wholly over water and in all likelihood the handle is in the sea. Under investigation.					

CASA 1 131	OTHER (ENMA TIGRE)	Level off-touchdown	Lower Upham Airfield	08/09/2014	201412630
UK Reportable Accident: Overshot runway on landing and nosed into ground. Two POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.					
CESSNA 150	CONTINENTAL (TELEDYNE) USA Other	Scheduled maintenance	Unknown	26/06/2014	201408539
Cracked crankshaft. The engine was overhauled and signed by individual "D" Licenced Engineer and released under ANO requirements. Re-overhaul as this engine was not overhauled by an approved Part 145 organisation. Engine was dismantled, inspected and during NDT inspection the Crankshaft was found to be cracked at the rear of the propeller flanges and also by the oil slinger. The previous overhauler records reviewed and it seems to be the Crankshaft was magnetic particle crack tested and no defects were noted. The Crankshaft manufacturer does not specify any life limit. The Crankshaft can be re-used after the engine TBO as long as it passes through the visual, dimensional and NDT checks. We recommend the previous overhauler organisation needs to review his NDT technique methods to ensure he is applying correct current longitudinal and transverse to detect any cracks.					
CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Cruise	EGCN : DONCASTER SHEFFIELD	23/08/2014	201411650
Infringement of the Doncaster CTA (Class D) by a C150. A/c first called 5nm SE of Gamston at 2500ft tracking 110deg towards Gamston. This position and track did not seem right so I identified the aircraft on a Doncaster discrete squawk which placed the aircraft inside CAS to the East of Netherthorpe airfield. i was vectoring a DHC8 to R/W02 which was descending to 2500ft West of Gamston at the time. There was no immediate conflict but if the infringing aircraft was a couple of miles to the East it would have conflicted with the DHC8 at a similar level. The flight examiner reported that the original position was incorrect and he was now descending below CAS and returning to Hucknall. I spoke to the student on the telephone. He apologised and said he got overloaded as he was on a skills test and was given a practice diversion.					
CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Cruise	EGXT : Wittering	20/08/2014	201411579
UK AIRPROX 2014/153 - Grob G115 and a C150 which allegedly flew through the Wittering circuit.					
CESSNA 152	LYCOMING 235 FAMILY	En-route	NORRY	09/06/2014	201407464
Transponder malfunction. Airspace infringement. CAIT activated by infringing aircraft at FL68 and climbing to FL80 in the NORRY area. Aircraft tracked and identified. Transponder issue identified. Operator will rectify.					
CESSNA 152	LYCOMING 235 FAMILY	Take-off run	EGKA (ESH): Shoreham	10/06/2014	201407812
Engine failure during take-off. MAYDAY declared. Aircraft given take-off clearance when at holding point K1 and observed taxiing onto runway 20 and moving forward commencing run. Pilot declares 'Mayday engine failure' as aircraft slows to a stop and propeller stops turning. Pilot states that unlikely to restart engine. Aerodrome RFFS attend and tow aircraft back to its parking stand.					
CESSNA 152	LYCOMING 235 FAMILY	Cruise	EGBJ (GLO): Gloucestershire	12/07/2014	201409322
PAN declared due to rough running engine. Aircraft landed safely. Rough running engine. Aircraft local flying to the Southwest of airfield, called a pan on approach frequency 128.550mhz reporting a rough running engine. Aircraft was given a direct join for runway 22, emergency action initiated. The aircraft landed safely at 1631.					
CESSNA 152	LYCOMING 235 FAMILY	Cruise	Alexandra	07/08/2014	201410733
Infringement of the Glasgow CTR (Class D). Traffic info given. Standard separation maintained. FIR squawk observed approaching EGPF zone at Alex, no Mode C. Tried calling traffic on 119.1Mhz with no joy, FIR asked to try and raise him, they had no known traffic in that area. O/B's not delayed due location, and speed of traffic. A G115 departed, routing out to GNK. Asked pilot, if he would he be happy to formate behind a/c and get type, and reg, without startling the other pilot. He was happy to do this, and confirmed a C152 before continuing with his sortie. FIR informed of identity of a/c, who reported at 1129 over Dunoon enroute to EGEO, with them. Left zone North of Largs, routing SW bound. FIR called to ask pilot to call Watch Manager when he landed.					

CESSNA 152	LYCOMING 235 FAMILY	Cruise	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	07/08/2014	201410750
Infringement of the East Midlands CTA (Class D) and the Doncaster Sheffield CTR (Class D) by a C152. Standard separation maintained. Traffic info and avoiding action given. Whilst vectoring a C550 and a B737 inbound from the South a #3605 alt 2000ft was observed ENE of EGNX by 12nm . The contact continued to remain 12nm East on a southerly heading. EGNX advised the a/c details but said it was no longer on frequency. Both inbound a/c given tactical headings to remain 5nm clear of the contact . Director traced the contact to 20nm South of EGNX when the a/c called on 134.175 mhz and was identified, the pilot was advised that a report would be filed. Supplementary 14/08/14: I was vectoring an A320 inbound R/W02. The aircraft was heading 200 descending to 3500ft. I noticed an aircraft climbing in the Gamston ATZ passing 2100ft on a 3605 squawk. I turned the A320 early, but the 3605 continued climbing to 2400ft. I upgraded the A320 turn to an avoiding action turn. Then rang Wadington for traffic info. They weren't working the aircraft.. The Assistant rang Gamston who advised the aircraft was a C152. We then received a call advising this was a Student Pilot and the Instructor would speak to them. I advised we will be filing paper work as this was a CAS infringement					
CESSNA 152	LYCOMING 235 FAMILY	Cruise	EGBB (BHX): Birmingham	09/08/2014	201410829
Infringement of the Birmingham CTA-2 (Class D) by a C152. Standard separation maintained. At 1121z a 7000 squawk was observed entering Birmingham airspace (CTA-2) indicating 2000ft unverified. A blind call was made with no reply. Telephone calls made to Coventry & Wellesbourne. Approx 30 seconds later C152 called & stated he believed he had infringed BB airspace at 2000ft and was descending. C152 instructed too squawk 0401 & was identified. I informed the pilot he had been inside CAS & to call WM upon landing at Leicester. The aircraft was then transferred to Coventry Radar clear of CAS. No aircraft arriving or departing Birmingham were affected by the infringement. Supplementary 20/08/14: The pilot was distracted due to a conversation with the student and a strong tailwind. He was discussing with the student the need to contact Coventry ATC and descend to 1400ft to avoid CAS but the student was slow to initiate the descent and because of the strong tailwind they entered CAS above 1500ft.					
CESSNA 152	LYCOMING 235 FAMILY	Circuit pattern - crosswind	EGBJ (GLO): Gloucestershire	20/08/2014	201411474
PAN declared due to rough running engine. Aircraft landed safely. Pan rough running engine. At 1608,aircraft, crosswind in the runway 36 right hand cct, called a pan due to rough running engine and requested to land runway 22. Full emergency action initiated and the aircraft landed safely on runway 22 at 1610.					
CESSNA 152	LYCOMING 235 FAMILY	Climb to cruising level or altitude	BNN	07/09/2014	201412225
Infringement of the Luton CTA (Class D) by a C152 in climb to 3300ft. Traffic info given. Zone infringement by C152 causing delays on the ground a precautionary turn and a monitored SID departure. 26 in use. At 1703 C152 infringed the Luton CTA to the NE of Halton climbing to 3300 feet I immediately warned TC NW as they had traffic. At the same time after putting a check on I worked a CPT departure, an A319. I took a precautionary turn onto 170 climbing to 5000 feet as separation was not compromised-shortly back to 260deg straight to London. Then the offender left CAS only to re-enter I put a check all on as a CLN was rotating. I did not want to give avoiding action as the CLN was below terrain safe levels and the SID took it away from the contact so I let the tower keep and kept them on the phone. The separation was 6 miles so I decided to QSY to LONDON when turning away (6 miles separation maintained throughout). I kept everything on the ground until C152 definitely tracked away. I did have a request on a CPT to get radar vectors after departure which I refused planning to take it over the top of the field as a left turn out. However shortly after C152 went back to intended destination.					
CESSNA 152	LYCOMING 235 FAMILY	Cruise	EGGW (LTN): London/Luton	13/09/2014	201412388
Infringement of Luton CTR (Class D) by a C152. An aircraft squawking 7000 without mode C infringed the Luton control zone three times. The pilot of an inbound aircraft identified the infringer as a C172 or similar flying low level.					
CESSNA 152	LYCOMING 235 FAMILY	En-route	GOW	06/09/2014	201412517
Infringement of the Glasgow CTR (Class D) by a C152 squawking 7000. Standard separation maintained. Traffic info given. I was operating as mentor to a trainee in INT when we noticed a 7000 squawk very close to the north eastern edge of the Glasgow Control zone. The trainee made several blind transmissions but the aircraft was not on frequency. The 7000 squawk was observed entering the control zone very briefly south of the Carron Valley reservoir (GOW 54.4 degrees/14.7nm). The aircraft was traced as C152 and the pilot has been sent a zone infringement questionnaire.					
CESSNA 152	LYCOMING 235 FAMILY	Cruise	EGCN : DONCASTER SHEFFIELD	10/09/2014	201412780
Infringement of the Doncaster Sheffield CTR (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a C152. Traffic info given. Standard separation maintained. Aircraft observed departing and routeing North East bound believed to be at 0.8ft (but mode C unverified) initially routeing below controlled airspace in Doncaster Sheffield CTA 2. Aircraft then turned North towards Haxey VRP entering controlled airspace. I had 2 other aircraft being vectored one IFR on climb out runway 20 (on a training missed approach) and a JS31 established on ILS 20. As the IFR climbed out I gave traffic on the unknown aircraft but no avoiding action was needed as the unknown didn't get within 5 miles. When the JS31 was on 5 mile final the unknown aircraft was 5 miles east of the runway continuing away from the runway. I kept the JS31 on radar frequency and advised the pilot of the unknown aircraft and advised the pilot that if the aircraft turns towards the approach I would need to break him of the approach. JS31 remained on my frequency until he was on the ground. Whilst trying to identify the unknown aircraft I spoke to Netherthorpe and Humberside as they have Mode S.					

CESSNA 152	LYCOMING 235 FAMILY	Cruise	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	12/09/2014	201412859
Infringement of the East Midlands CTR (Class D) by a C152 at 2300ft. Standard separation maintained. A 7000 squawk was observed in EGNX CTR 2 miles NW of the airfield indicating 2.3A mode C. Several transmissions were made to ascertain if the aircraft was on frequency with no response. No inbound aircraft were affected by the infringer, departures were stopped as a precaution. It was eventually established through a phone call the pilot was a student pilot on a navigational exercise in a C152 on Birmingham frequency 118.050. The pilot was told to call East Midlands radar on 134.175 which he duly did and was told to squawk 4552. By this time the pilot had left controlled airspace and was clearly lost. He was transferred to Director on 120.125 as radar was very busy. The pilot was then given navigational assistance and transit back through the CTR towards his home airfield of Leicester (EGBG). Visibility was 9999, cloud base of 3300ft, QNH 1024.					
CESSNA 152	LYCOMING 235 FAMILY	Cruise	BKY	25/09/2014	201413533
Infringement of the Stansted CTA/CTR (Class D) and by a C152 at 3500ft. Traffic info and avoiding action given. Standard separation maintained. At 0853 an aircraft wearing a 7000 squawk entered the SS CTA at 3500ft indicated in the BKY area. Luton radar took avoiding action with an A319 who was in the vicinity at the time. I was acting as an OJTI and my trainee dealt with the situation. The aircraft had Mode S and from that we obtained the registration. Blind calls were made on the Essex frequency to no avail. Check All was imposed. The aircraft then infringed the SS CTR at 1900 at Audley End and changed squawk to 7010. We called Andrewsfield and they confirmed he was inbound and on their frequency. We advised Andrewsfield of the position of the C152 and requested the aircraft leave the zone to the NE not above 1400ft. The aircraft tracked North but maintained 1600/1700ft. Inbound SS traffic received extended vectors to avoid. Supplementary 25/09/2014: I had received control of an A319 early from Essex radar. The a/c was level at 5000ft and I had turned it onto a closing heading for R/W26. At 08:53 an unknown a/c activated CAIT by entering CAS to the NW of the inbound, on a converging track. The unknown was indicating 3500ft where the base of CAS is 2500ft, with Mode S giving the callsign. I issued an avoiding action turn to the A319 and passed traffic info. The pilot stated they had the aircraft on TCAS, indicating 1600ft below. The unknown went on to further infringe the SS CTR, before eventually landing at Andrewsfield at 09:11.					
CESSNA 172	LYCOMING 320 FAMILY	Cruise	EGPD (ABZ): Aberdeen/Dyce	09/08/2014	201410836
Infringement of the Aberdeen CTA (Class D) by a C172. Standard separation maintained. Traffic info and avoiding action given. I was on duty as combined INT and FIN when at approximately 1125z I observed an aircraft approaching Aboyne from the NW squawking 6177, indicating F057. The aircraft continued tracking into the Aberdeen CTA toward Banchory, maintaining F057. I contacted Scottish Information to see if they were in contact with the unknown aircraft; they were not. I transmitted blind on 119.875 without reply. A DHC8, departed from EGPD for P600. After confirming that the Tay Sector controller was not in contact with the unknown traffic, DHC8 was given vectors to avoid and further climb was coordinated. I checked with Inverness Radar who confirmed that they were not in contact with the traffic wearing their 6177 squawk, but that a C172 from Kinloss, had been. The unknown traffic turned left onto a reciprocal track and departed the Aberdeen CTR still indicating F057 at 1143z. Supplementary 22/08/14: Whilst on a navigational flight from Kinloss via Tomintoul and Huntly I mis-read my Navigation PLOG and followed the wrong heading inadvertently entering Aberdeen CTA Class D airspace near Banchory. To be specific instead of following a heading of 042 deg from my turning point South of Tomintoul, I followed 110 deg picking up a tailwind and travelling further over what should have been a short leg and entering the Aberdeen CTA as described. The Navigation PLOG is set out in rows and columns with heading to be followed, immediately before the calculated ground speed which is the figure I mistook as the heading. I was tuned to Inverness Radar on a Basic Service. At approximately the same time as turning to leave the CTA I was contacted by Inverness and advised of the infringement. I was also advised to contact the ATC Watch Manager at Aberdeen on my return to Kinloss which I did. I was debriefed by him and apologetically explained the nature of my error. I understood he would report the matter, however I have also submitted this MOR. I realise the potential hazard caused by my regrettable error and have quickly taken the learning from the experience. It will not happen again.					
CESSNA 172	LYCOMING 320 FAMILY	Cruise	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	20/08/2014	201411464
Infringement of the East Midlands CTR (Class D) believed by a C172. Standard separation maintained. B737 was turning downwind righthand when the pilot reported a light aircraft, highwing, that passed close to the aircraft. The aircraft was tracked to Tatenhill aerodrome; however, as there was more than one arrival at the same time, the identity of the infringing aircraft cannot be proven beyond doubt. The pilot of the most likely aircraft has been spoken to.					
CESSNA 172	CONTINENTAL (TELEDYNE) USA 360 FAMILY	Cruise	EGGP (LPL): Liverpool	24/08/2014	201411666
Infringement of the Liverpool CTR (Class D) by a C172 at 1300ft. Standard separation maintained. 7366 squawk (Manchester listening watch for aircraft operating below 1300' within the Manchester low level corridor) observed approaching the eastern side of the Liverpool CTZ boundary near the VRP Burton wood (10 miles NE of EGGP). I contacted Manchester ATC who were in turn able to establish contact with the subject aircraft. They identified the aircraft by allocating a discreet code (7350), by which point the aircraft had flown into the Liverpool CTZ. The Manchester radar controller advised the pilot of his position and issued an instruction to route back East until outside of the CTZ and within the Manchester low level corridor. Details of the aircraft obtained from Manchester ATC as the aircraft continued the flight. No aircraft within the Liverpool CTZ were affected by the infringement. WX @ EGGP: 0920Z 18004KT 9999 FEW030 14/10 Q1018					
CESSNA 172	LYCOMING 320 FAMILY	Manoeuvring: Other	Fleetwood	22/08/2014	201411667
UK AIRPROX 2014/147 - C172 and a military jet at 3000ft near Fleetwood.					

CESSNA 172	LYCOMING 320 FAMILY	Cruise	EGLD : Denham	08/09/2014	201412456
Infringement of the London CTR (Class A) by an unknown aircraft squawking 7000. Aircraft identified as a C172. Departures were stopped. C172 was partial RT fail during the occurrence and mistakenly used the hijack squawk. Standard separation maintained. At approx 1403, I noticed a 7000 squawk leaving the Denham ATZ, tracking westbound. Initially, I expected the traffic to leave the zone to the NW, without further incident, however it became apparent that the infringement was more serious. I contacted Denham to try to identify the traffic, and after an initial mis-ident, it was established that the aircraft was a C172 and known to Denham. C172 was partial RT fail and not receiving Denham's transmissions. C172 entered a left hand orbit, within CAS and therefore departures were stopped, with a northbound departure being taken off the SID, straight ahead. NW depts were notified of this. Departures were stopped between 1405 and 1412. During the event, C172 squawked HIJACK, possibly mistakenly instead of RTFAIL. C172 was eventually seen to enter the LD LFT, and therefore departures. were resumed. C172 was positively identified by Denham as the subject aircraft.					
CESSNA 172	LYCOMING 360 FAMILY	Initial climb	EGSC (CBG): Cambridge	08/09/2014	201412597
Birdstrike to wing. Birdstrike on take-off causing damaging to wing.					
CESSNA 172	LYCOMING 360 FAMILY	Approach	EGKB (BQH): Biggin hill	21/09/2014	201413446
Non compliance to ATC instructions. Traffic info given. Aircraft joins from the dead side runway 03 but passes overhead the Airfield on a North Westerly track. Due to other traffic, I instructed the pilot to "position late downwind". Instead of correctly turning left, the pilot turned right and flew parallel to a jet on the climb out which was one of three aircraft I was attempting to de-conflict and which I had already informed the pilot of when still East of the Airfield. As it was clear this pilot had made an error and due to the other traffic which was correctly joining and which would have required a detour to remain behind this aircraft, I instructed the pilot to turn left and head West in order to integrate the correctly joining aircraft ahead, this was required repeating several times, aircraft then turned left and when asked for the pilots heading he reported 220!					
CESSNA 172	CONTINENTAL (TELEDYNE) USA 300 FAMILY	Initial climb	Damyns Hall	20/06/2014	201408235
PAN declared due to partial loss of power on initial climb. Aircraft returned. On initial climb out there was a slight bang followed by rough running of the engine and loss of power down to 2050 rpm from full throttle. I placed a pan pan call and returned to the airfield where the aircraft landed without further incident. Upon investigation the engine was found to be very hot and had lost most of the oil. I added a quart of oil to the sump and turned over the propeller by hand it seemed that there was less compression on one side of the engine than the other. POB was 1 adult and 2 children. Fuel was full. Oil was 5 quarts when checked that morning. Less than 2 remained when checked after landing.					
CESSNA 172	LYCOMING 320 FAMILY	Unknown	EGSS (STN): London/Stansted	13/09/2014	201412916
Infringement of the Stansted TMZ 2 (Class G) by an unknown aircraft. Traffic info given. At approximately 1742 as I was turning an A319 onto a closing heading for R/W04 and I noticed a 7010 with no Mode C. I passed traffic to the A319 and kept it coming inbound to final approach as the heading I gave took it away from the unknown traffic which was passing behind the A319. The 7010 then left the TMZ 2 to the West. At 1748 the SS FIN controller then observed another 7010 with no Mode C. This did not affect operations. FIN called SX to see if they were still working it. But it then switched to 7000. The callsign for this unknown traffic given by SX.					
CESSNA 172	LYCOMING 320 FAMILY	Cruise	En route	22/06/2014	201408455
PAN declared and aircraft returned due to engine problems. I was working as the LARS West controller on the LARS West sector when at 1334 I received a PAN PAN PAN call on my frequency. It was the aircraft who had left my frequency about 5 minutes before. I vaguely remembered his details and he passed the information that he had had some power problems and was returning. I checked that he was happy to continue without any assistance, which he was. I double checked the reason for his declaring a PAN and then informed the airfield that he was returning with a PAN. I asked the pilot if he required any assistance on landing and he said he would let me know. I think the pilot said that he had problems putting full power on but was fine now on cruising power. I then handed over to the incoming controller to continue dealing with the PAN. Supplementary 22/06/14: I was taking over the LARS W position and during the handover the outgoing controller advised me that the aircraft was returning as he had been unable to gain full power when in the circuit at destination. As I took over the frequency, the aircraft was approximately 10-15 miles west of the departure airfield. I asked the pilot his intentions and if he required any assistance, then advised the airfield. When the pilot requested frequency change I transferred the a/c. When the a/c was no longer showing on radar I checked that the a/c had landed safely.					
CESSNA 172	LYCOMING 360 FAMILY	Cruise	EGPF (GLA): Glasgow	24/08/2014	201411663
C172, cleared to operate not above 2500ft, was observed indicating 2800ft. Standard separation maintained. Level bust. C172 was cleared to operate within the control zone to the south-west VFR not above 2500ft. The aircraft was observed to indicate 2800ft and the pilot was informed. The aircraft was then given a clearance not above 3000ft VFR.					

CESSNA 177	LYCOMING 360 FAMILY	Cruise	Near Tempsford,	23/09/2014	201412989
UK Reportable Accident: Mid-air collision. One aircraft crashed into field with the one POB fatally injured. Other aircraft declared MAYDAY but landed on aerodrome. No reports of injuries to the one POB. Subject to AAIB Field investigation.					
CESSNA 182	UNKNOWN	Cruise	Royston	30/07/2014	201410336
Infringement of the Luton CTA (Class D) by an unknown aircraft squawking 7000, at 2800ft-3000ft. Aircraft identified as a C182. Traffic info given to an inbound GLF5. At approximately 1800Z, an aircraft squawking 7000 entered the Luton CTA near Royston at 2.8A-3.0A. At the same time, almost directly above it, GLF5 was on a base leg at 5.0A. I saw the 7000 approach the boundary of CAS and initially advised GLF5 that I would keep him at 5.0A for a short while as I wasn't sure about the intentions of another aircraft just on the boundary. The 7000 then entered CAS - Mode S showed the callsign. I turned GLF5 away (onto heading 270) from the infringer, who also began an orbit/turn in the opposite direction and then left CAS. I made 2 blind calls to callsign but no response was received. At 1804Z, the callsign called up and requested a Basic Service. I identified the aircraft and it was the same one that has earlier infringed CAS.					
CESSNA 182	UNKNOWN	Cruise	KEGUN	05/09/2014	201412502
Infringement of the TMA (Class A) by a C182 at 3600ft. Standard separation maintained. A 7000 squawk was observed 3nm south of Kegun at 3600ft therefore infringing the delegated Class A airspace. At that point the C182 called on frequency reporting his position, indicating that he was the 7000 squawk. The aircraft was identified and the pilot informed that he had infringed Class A controlled airspace and that the base was 3000ft. The pilot reported that he would descend below CAS. No other traffic was affected.					
CESSNA 182	LYCOMING 540 FAMILY	En-route	EGGP (LPL): Liverpool	06/09/2014	201412527
Infringement of the Liverpool CTR (Class D) by a C182 at 1100ft. Standard separation maintained. A 7000 squawk was observed inside controlled airspace approximately 2nm North/North West of the Oulton Park VRP at altitude 1,100ft. At the same time C182 called. He was instructed to squawk 4362 and identified as the zone infringer. C182 was informed he had entered controlled airspace without authorisation but was cleared to continue on track. No other aircraft were affected at the time.					
CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	En-route	Haydock VRP	06/09/2014	201412528
Infringement of the Liverpool CTR (Class D) by a C182 at 800ft. Standard separation maintained. A 7000 squawk was observed 2nm West of Haydock Park VRP. C182 called on frequency. He was instructed to squawk 4366 and was identified as the zone infringer. C182 was informed he had entered CAS without authorisation but was cleared to continue on track. No other aircraft were affected at the time.					
CESSNA 182	LYCOMING 540 FAMILY	Approach	EGBJ (GLO): Gloucestershire	13/09/2014	201412852
UK AIRPROX 2014/172 - C182 and an Ikarus C42 at Gloucester airport, in Class G airspace. Traffic info given.					
CESSNA 182	UNKNOWN	Cruise	EGGD (BRS): Bristol/Lulsgate	07/09/2014	201412609
Infringement of the Bristol CTA 6 (Class D) by an unknown aircraft with a FIS squawk, indicating 5000ft. Aircraft identified as a C182. Standard separation maintained. Acting as Rad 1 with Rad 2 open I spotted a FIS squawk approaching CTA6 from the East indicating F050, I pointed this out to Rad 2 and asked the ATSA to ring FIR South and ask them for information and to put the aircraft to us on 125.650. The aircraft finally called Rad 2 when inside CAS at A050 and was informed that he had infringed and asked to ring back at a later date.					
CESSNA 206	UNKNOWN	Cruise	Banstead	19/08/2014	201411275
Infringement of the London CTR (Class A) by a C206 at 2000ft. Standard separation maintained. I observed a 7047 squawk (EGKB conspicuity code) at altitude 2000ft heading towards Banstead looking as if it would penetrate the CTR. I called EGKB to advise them that a C206, identified on Mode S, was about to enter CAS, they advised me that it was a C206 survey aircraft. I heard the EGKB controller advise the C206 to turn left to leave CAS and hung up. The C206 made no attempt to leave the zone and continued on the previous track for 4 miles, I rang EGKB and told them to instruct the C206 to leave CAS. Finally the C206 left CAS and then came on frequency asking to make a run just inside the control zone at 1800ft for 15 miles East to West. I refused permission as I had no information on the survey and was unsure of the effect on EGLL departures.					

CESSNA 210	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Approach	EGJB (GCI): Guernsey, Channel Is.	18/08/2014	201411438
PAN declared due to engine misfire 3nm South of airfield. Aircraft landed safely. Mis-firing engine. Aircraft called a 'Pan' on left base approximately three miles south of the airfield with a mis-firing engine. Aircraft full emergency implemented. Aircraft lands safely at 1445.					
CESSNA 210	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Cruise	EGNM (LBA): LEEDS BRADFORD	20/08/2014	201411558
Altitude excursion. Standard separation maintained. C210 on an IFR clearance eastbound at a5.0 observed descending to a4.4 approx 4nm South of Leeds, no other traffic affected. Pilot informed who apologises, aircraft then climbed up to a4.5. A/c subsequently transferred to Linton when leaving Leeds airspace to the East. 11:50 WX = VRB02KT 55KM FEW025 SCT031 +12/+04 Q1016					
CESSNA 310	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Taxi to runway	EGJB (GCI): Guernsey, Channel Is.	08/09/2014	201412595
Potential conflict due to alleged misleading taxi instructions. Taxi instructions misleading. Whilst on Stand 8, I called for taxi and was cleared to taxi to D1 for R/W09. A DHC8 was just coming off the runway and exited via A1. He appeared to be taxiing fast with no intention of stopping so I confirmed on the radio if I was to give way. The lady said the DHC8 will give way to me and I was to taxi to D1. I started to commence taxi and the DHC8 did not give way which resulted in me breaking sharply to avoid a collision.					
CESSNA 402	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Climb into traffic pattern	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	02/09/2014	201412289
RH emergency exit detached. A normal VFR departure was initiated from Intersection M for RWO9. The aircraft accelerated as expected and at 95knots rotated normally. At approximately 50' above the runway I heard a bang and a considerable rise in air noise; the aircraft maintained speed, direction and climb rate. Upon checking behind me it was obvious the starboard emergency exit door had detached and fallen from the aircraft. I informed ATC and requested a VFR circuit to land after debris had been removed. The operator, who was sat next to the exit that had become detached, was unharmed by the incident and couldn't explain any obvious reasons for the exit detaching. Both the exit handle and the plastic guard were in place throughout so accidental deployment seemed unlikely. A normal approach and landing were subsequently carried out without further incident. Supplementary 2/9/14: Almost immediately after takeoff on runway 27, aircraft suffered a failure of its starboard side emergency door, resulting in the door becoming detached and coming to rest on the runway. The pilot immediately advised ATC and a member of Airfield Operations entered runway 27 to recover the door. After a thorough inspection of the area, no other debris was found. The aircraft then made an approach and landed back on runway 09. On speaking to the pilot, he believes the incident to have occurred due to a failure of the latch mechanism however the exact cause will only be established when a/c engineers have inspected the a/c. Operator have been requested to advise us of their findings. Supplementary 26/09/14: Four retaining clips found to be installed incorrectly causing deployment of emergency exit when subject to airflow. Retaining clips manufactured and installed and full function checks carried out.					
CESSNA 414	CONTINENTAL (TELEDYNE) USA	Final approach	EGPC (WIC): Wick	11/06/2014	201407566
Temporary loss of communications. Pilot inbound VFR had reported right-hand downwind for RW31and was instructed to report final. Aircraft was observed turning final and was subsequently cleared to land. No read back of the landing clearance was received. Landing clearance was issued again and, once again, no read back was received. Landing clearance was issued a third time and pilot was also informed that a read back was required. A quick telephone call was made to the local handling agent to check that pilot wasn't speaking to them on their frequency, they confirmed he wasn't. As the a/c was just approaching the threshold of RW31, a steady green light from ALDIS lamp was quickly displayed from the VCR to the aircraft, to confirm that he may land. A comms. check was quickly made with pilot of aircraft 2 who had only just started up on the apron, and who confirmed that my messages were fully readable. Aircraft 1 landed without incident at 11:49 and immediately transmitted an apology that he had accidentally knocked a switch on his radio on final and had received all of the previous transmissions that had been made to him.					
CESSNA 414	CONTINENTAL (TELEDYNE) USA	Normal descent	EGTC : Cranfield	31/07/2014	201410413
C414 descended below cleared altitude of 3500ft to 3000ft. C414 was transferred from London Control to Cranfield Approach descending from 8000ft to 3500ft as coordinated between myself and London. C414 was cleared by myself to route to ADSON in the descent to 3500ft, ETA given was 53 at ADSON. C414 was asked to report reaching 3500ft and report at ADSON. At approximately 54 C414 called at ADSON and was cleared for the RNAV approach to Runway 21, and was asked to report level. Level was given as 3000ft descending to 2500ft. C414 had descended below the cleared level of 3500ft without clearance in the belief that under a procedural service and being cleared to ADSON he was cleared for the whole approach. No other traffic was affected, I had traffic on the ground waiting to depart which I held until the C414 had completed the approach and landed.					

CESSNA 510	PRATT & WHITNEY (CANADA) Other	Climb to cruising level or altitude	En route	03/07/2014	201408937
Strong vibrations felt during flight. During climb, there were strong vibrations felt climbing up to FL280. Initially we left it for a minute to see if the vibrations were temporary and would disappear, as no CAS messages were appearing to suggest something was wrong. After this time, we started a diagnosis process starting by requesting to level off at FL280 to see if reducing the thrust power had any effect on the vibrations. It was at this time we informed ATC radar that we were experiencing some unusual vibrations and wanted to level off to see if we could diagnose it. We tried switching off the weather radar and various other things, but it had no effect. Between 5-10 minutes later a Yellow CAS message "L GEN" appeared and at the same time the vibrations stopped. It was at this point we went into the check list. We decided that it was the quill drive (shear pin) that had come off as it was meant to in such a situation. After working the check list we decided to carry on back. It was a CAVOK day with no IMC or icing.					
CESSNA 510	PRATT & WHITNEY (CANADA) Other	Standing	EDDM (MUC): Munchen	28/07/2014	201410455
Significant fuel spill during refuelling. RFFS attended. We were in the process of fuelling the aircraft before our departure. The Captain was PF and was in the cockpit finishing the interior checks whilst the First Officer oversaw the fuelling. The fueller was halfway done with the left wing when a surge of fuel sprayed out of the fuel inlet surprising the fueller and us. The entire left wing was covered in fuel which subsequently flowed down under the wing to leave a significant pool extending from the tip to the fuselage. We asked the fueller to call the fire crew as a precaution and to help contain and clean up the spill. We had the aircraft pushed to another stand and after a thorough cleanup, inspection of the wing, wheel and brakes we had a conference call with the head of maintenance and the dep dir of flight ops who based on our information and photographic evidence were happy to let us continue. The fueller explained that the spill happened due to less fuel in the bowser than he had anticipated which lead to the surge. It is our view that he was visibly stressed due to a sudden backlog of aircraft to fuel but whether that had anything to do with the incident is pure speculation.					
CESSNA 510	UNKNOWN	Taxi from runway	EGGW (LTN): London/Luton	03/08/2014	201410507
C510 crossed holding point C2 during taxi-in without ADC clearance. C510 crossed C2 without clearance. C510 landed on R/W26 and slowed down at the mid-point. The GMC controller coordinated the use of C2 holding point and C510 was cleared to taxi to Holding Point C2. I kept the aircraft on my frequency so that I could stop the aircraft in case it looked as though the aircraft would not stop at C2. C510 did stop at C2 and I went straight into an instruction to a helicopter on operational duties which I was working North of the airfield, to cross behind a landing airliner and passed wake turbulence warning minima. The helicopter queried this, but as this was happening, C510 started to move forward from C2. I immediately instructed C510 to "Hold position" and it came to a stop across the C2 stopbar. I informed the GMC controller about this and transferred the aircraft to GMC. Supplementary 14/08/14: Pilots explanation: 1 Tower told us to vacate at Charlie and hold. It was not clear and not clearly advised if we had to stop after the first or second yellow line C1 or C2 so I chose the second one. I think the Tower expected us to stop at the first one. 2 It is confusing when vacating at Charlie because he could not see the signage. The C510 is very low compared to bigger aircraft and it is harder to have an overview. He suggests making signs that everybody can see. 3 Especially at busy airports, ATC forces pilots to vacate quickly due to traffic on final approach and pushes them into this type of event. ATC Response: 1 The tapes clearly confirm that ATC instructed the pilot to hold at Charlie 2 and this was read back correctly by the pilot. 2 Two investigators are to visit the area to ascertain whether the signage is clearly visible. 3 E-mail sent to Operator explaining that there is no pressure to vacate the runway and that a 6 month trial is to take place stopping aircraft from vacating Taxiway Charlie except in emergency to ascertain whether levels of holding point busts reduce. The AIP clearly states that aircraft are not to vacate to Taxiway Charlie without ATC permission. On this occasion ATC permission was obtained however the aircraft still passed the holding point. Taxiway Charlie is very short and is close to Taxiway Alpha so it is imperative that aircraft stop as they can be in conflict. ATC kept C510 on frequency until it had fully stopped as per best practice.					
CESSNA 510	PRATT & WHITNEY (CANADA) Other (PW615F-A)	Initial climb	LEGE (GRO): Gerona/Costa Brava	07/08/2014	201410900
Incorrect transponder code set prior to departure. Shortly after take-off, ATC advised us that we had the wrong code set in our transponder. The reason for this is as follows: Whilst on stand the FO was obtaining our departure clearance. As he was copying it down and reading it back, I took it upon myself to set the cleared FL and squawk. I misheard the squawk and set the wrong code. I didn't confirm the squawk with the FO and it was not picked up on the taxi check list.					
CESSNA 510	UNKNOWN	Taxi to runway	EGLK (BBS): Blackbushe	14/09/2014	201412968
ATC problems reported due to alleged difficult levels of traffic. As I was giving the departure information to a C510 I was finding it difficult to be able to get the aircraft at the holding point 07 due to the amount of circuit traffic and the need to get a mandatory bird runway check done before the stated departure. Also we have to co-ordinate release etc with Farnborough, usually this is no problem. When I said take-off your discretion to C510 I noticed a PA28 which had not made a final call, instructor/student circuit detail on final, which he replied do you want me to go-around I replied that would help but I did not receive a call from the said aircraft on final, he said he could not get a call in. I would of expected the aircraft to have carried out a go-around if he could not get a call in.					

CESSNA 525	WILLIAMS FJ44	Cruise	En route	10/09/2014	201412818
Aircraft diverted due to pressurisation failure. Pressurisation failure quickly followed by CAB ALT warning light on annunciator panel and associated Master Warning Light. Pressure indicator gauge showed rapid CAB ALT climb to 10,000 feet. As soon as we spotted the CAB ALT rapid rise we donned our O2 masks, checked each other for 100%, established comms and initiated an emergency descent to FL140. Descending at 5,000 feet per minute with the speed brakes deployed we visually confirmed that the cabin O2 masks had dropped and that the passenger were wearing one. We squawked 7700 and liaised with ATC informing them of the situation. On levelling at FL140 we performed QRH, CAB ALT settled at 10,000 feet. The FO then went to the cabin to ensure that the passenger was OK and to brief her on what had occurred. After reviewing the situation we planned to divert to the Company base) as insufficient fuel to continue to destination at FL140 and informed ATC. The FO contacted Company by Sat Phone and informed them of the plan to enable them to arrange onward travel for the passenger, and also to alert Engineering. We were given a direct track and passed to Swanwick Military to provide a DACS and then subsequently handed over to ATC. Swanwick cancelled the distress and provided a normal squawk. We reviewed the QRH to ensure that nothing had been missed. A normal approach and landing was made with emergency services in attendance. The passenger was disembarked and debriefed by myself. The crew followed all procedures and upon review, would have taken no different or additional action.					
CESSNA 560	UNKNOWN	Climb into traffic pattern	EGHI (SOU): Southampton	29/06/2014	201408658
Engine shut down due to lack of oil pressure during take-off and climb. Approximately 15 minutes after departing the pilots closed one of the engines down due to lack of oil pressure. A full emergency was declared. Aircraft landed safely.					
CESSNA F172	CONTINENTAL (TELEDYNE) USA 300 FAMILY	Cruise	EGGP (LPL): Liverpool	29/08/2014	201412048
Infringement of the Liverpool CTR (Class D) by a C172 at 800ft. Standard separation maintained. Whilst vectoring 3 aircraft inbound for runway 27, I observed a London information 1177 squawk 4 miles south of the control zone. The contact was between 700 and 1000ft slow moving. it continued into the Liverpool zone and was now at 800ft. None of my inbound traffic were affected. I telephoned London info NW and when the phone was answered he was also speaking to the zone infringer. The FIR controller said the pilot had stated he would remain outside CAS. FIR then transferred the aircraft to me and I changed his squawk to 4361 and provided a radar control service through the zone until he coasted out near Wallasey.					
CIRRUS SR20	LYCOMING 360 FAMILY	Initial climb	EGPC (WIC): Wick	03/06/2014	201407245
Aircraft returned after departing with unsecured door. Aircraft departed IFR on a Procedural Service, approximately three minutes later he requested to return to the airfield with an open door. I asked him if he could join visually, which he indicated he was able to do. I cleared him for a visual approach to join downwind right RW13. The pilot was asked if he wished to declare an emergency, to which he stated no, the door was just unlatched. The aircraft landed safely at 1147, the door was secured on the Runway, it backtracked and departed again at 1149 with no further incident.					
CIRRUS SR20	CONTINENTAL (TELEDYNE) USA 360 FAMILY	Taxiing to/from runway	EGFH (SWS): Swansea	26/08/2014	201412040
Oil leak from quick release sump valve. I landed rear wheels first with 100% flap on Rwy 10 which has an uphill threshold. I experienced kangarooing and made the decision to go around. Clearly on this or the subsequent occasion the nose wheel came into contact with the runway, but not so severely as to make anyone on board particularly recall it. I repeated the attempt at landing and again used 100% flap. I experienced the same difficulties and again made the decision to go around. The first two landings were in my mind almost indistinguishable, with the difference that on the second occasion I made a perfect soft landing dropping from the rear wheels to all three and must have pulled back too hard on the stick causing the nose to rise & the aircraft started to climb. I again elected to go around. By this time the stiff breeze from the east had backed to a negligible wind from 040 deg so I opted to land on Rwy 04. I also chose to land with 50% flaps, and performed a perfect landing and coasted to a halt three quarters of the way down the runway. It was at this stage that a red oil pressure warning light went on the MFD screen. Having had no prior warning that the oil pressure had begun to fall, I was reasonably unconcerned and taxied to and parked on the apron where I shut down. During this time there was no apparent change in engine note. My passengers disembarked and immediately drew my attention to an egress of a large quantity of oil. Upon inspection I observed that the whole of the underside of the a/c was coated in oil and oil continued to flow out of the underside of the engine cowling through the gap where the front wheel strut protrudes. I contacted our engineers by leaving a message and went home. I returned the following day to find a large pool of oil beneath and the whole length of the a/c. The weather was foul & I spent two hours cleaning the underside of the a/c during which time oil continued to leak at a reduced rate. On Friday 28/08/2014 I towed the a/c into a hangar and removed the cowling. I discovered that the oil sump quick release outer ring was finger tight and that the oil was coming out of the extension nipple. It is noteworthy that the addition of a quick release valve with nipple at the base of the oil sump is believed to be a recent modification. The base of the nipple is approx three to three and a half inches away from and directly above the nose wheel strut. There is an indentation on the plastic strut cover which is commensurate with the strut having risen up and struck the quick release configuration. The strut itself is secured by bolts to the air frame at the top end and has a rubber bush and stack of dampers to absorb landing impact. There must of necessity be some play in the strut. As the quick release sump valve may be a recent modification, the potential danger of this may not yet have become apparent.					
CIRRUS SR20	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Landing	EGTC : Cranfield	02/09/2014	201412320
A/c landed without a clearance. SR20 was inbound for instrument training and had reported an estimate of 1117 for DEKAP for the RNAV approach 03. At approximately time 19 he gave a revised estimate for CIT of 20, at which point this was queried as he was cleared to DEKAP not CIT. A revised estimate of "30 seconds to DEKAP" was given. Based on this revised estimate SR20 was cleared for the RNAV 03 and asked to report at DEKAP. At time 21 a transmission was heard the SR20 request taxi instructions and the SR20 was observed on the runway completing his landing roll. No call at DEKAP was made, no established call and no landing clearance issued. In discussion with Deputy SATCO the pilot admitted to being misplaced on the approach and apologised for failing to make the calls as he had become confused on the approach and assumed he was cleared to land.					

CIRRUS SR22	UNKNOWN	Unknown	Brooklands	17/08/2014	201411335
Infringement of the London CTR (Class A) by an SR22 at 700ft. Standard separation maintained. Traffic observed to enter CAS on 0450 squawk East of M25 through Brooklands at 700ft indicated tracking NW. Farnborough and Fair Oaks both contacted but no reply from either. I rang LL North to stop departures and whilst talking to the TWR the a/c turned toward EGTF. The TWR controller said they would keep an eye on it and continued with departures.					
CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Cruise	EGLC (LCY): London city	04/09/2014	201412493
Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at 2700ft, resulting in loss of separation with an outbound HS125. Aircraft identified as an SR22. Traffic info and avoiding action given. HS125 departed Rwy 09 on a LYD 5U, 6000ft was coordinated with north and early climb given. An unknown aircraft entered controlled airspace east of London city up to 2700ft. Avoiding action had to be given to HS125 to try and achieve 5nm. Departures were ceased by SVFR. The infringing aircraft subsequently left controlled airspace and contacted Farnborough LARS east where details were followed up and the altitude verified. CAA Closure: SR22 pilot advised that he entered cloud shortly after take-off and engaged the autopilot, which did not act as expected due to previous pilot reversing the route. The pilot was distracted for a short period while he re-programmed the autopilot and, during this time, the aircraft briefly climbed above 2500ft. The aircraft's transponder tends to over-read by approximately 100ft, so the pilot suspects that he was not as high as 2700ft. On realising the situation, the pilot descended immediately to 2300ft to remain below the LTMA. Pilot has learnt from the incident, apologised for any inconvenience caused and will be more vigilant in future.					
COMCO IKARUS IKARUS C42	BOMBARDIER ROTAX 912	Cruise	EGHI (SOU): Southampton	07/08/2014	201410730
Infringement of the Solent CTA (Class D) by a C42. Standard separation maintained. At approximately time 1014 I noticed a Solent / Bournemouth listening squawk (0011) approaching CAS in the vicinity of Yarmouth indicating 2000 feet, this then climbed to 2100 feet, and so using the Mode S call sign I made a call to the a/c to see if they were on frequency. The a/c answered my call and I gave it the QNH and asked it to report its level - to which he answered 2300 feet, which by this point put him inside CAS. I told him he was inside CAS, changed the service to radar control and cleared him to cross not above 2500 feet. The pilot sounded confused and struggled to reset his squawk to the one I allocated him. The aircraft entered CAS bearing 205 at 15.7nm from SAM and tracked NE, leaving bearing 180 at 13nm from SAM. After the aircraft left CAS he told me he was resetting his squawk to 0011, and I attempted to explain that the base of CAS North of Yarmouth was 2000 feet, and asked him to ensure that in future he remained below that level, unless in receipt of a transit clearance from Solent. There was no response and then I observed the squawk change to 7000. My assistant spoke to Goodwood who later confirmed the aircraft had landed safely with them. No impact on operation caused by the infringement. Supplementary 14/08/14: I was not being sufficiently careful as I moved from the 3,500 ft to the 2,000 ft airspace. I was thinking more about avoiding the patches of cloud. Supplementary 02/09/14: The aircraft entered the Solent Control Area without a clearance caused by the pilot being distracted by his passenger and also trying to avoid cloud over the Isle of Wight. The pilot appeared conscientious and albeit aware of the Solent Monitor Code, 0011, was less aware of its use or purpose. The pilot recognised that he should have contacted Solent Radar for a service if he was in doubt of the CAS boundaries or required entry clearance into the CTA. The pilot apologised for the event.					
COMCO IKARUS IKARUS C42	BOMBARDIER ROTAX 912	Approach	EGYD : Cranwell	20/08/2014	201411486
Infringement of the Cranwell ATZ (Class G) by an Ikarus C42 squawking 7000 observed making a low approach to R/W26. I was conducting the morning airfield inspection and had just entered runway 26 to inspect the threshold and lighting. As always, I checked to my right and left and noticed an aircraft that appeared to be making an approach to runway 26. Given the fact that the airfield was closed and that I was in a bright yellow vehicle with a flashing orange light, I assumed that the aircraft must be continuing the approach due to an emergency that involved a loss of comms and I vacated the runway immediately. I made a note of the aircraft serial number and contacted the tower to record it. As the aircraft passed my vehicle, it subsequently conducted a low approach to runway 26 descending to between 5 and 10ft, broke right, flew low level over the main ASP and then climbed for a left turn towards Sleaford. I radioed the tower and suggested that they try and contact the aircraft on VHF guard to ascertain its intentions. This was attempted but the aircraft did not respond and continued to fly around the local area squawking 7000. It appeared to land around 8nm South of RAF Coningsby although the aircraft is registered at Leasingham, Sleaford. The aircraft appeared to be carrying out its low approach regardless of my position on the main runway and had I not seen it and vacated, there could have been a risk of collision. In conjunction with this, I have also drafted a FSC 1520, CAA Alleged Breach of Air Navigation form should Command wish to pursue the ATZ Infringement further. Supervisors Narrative: I was the Supervisor and in the approach room when I was informed by the Local assistant that the controller conducting an airfield inspection had reported a light aircraft making an approach to RWY26 whilst he was carrying out an inspection of that RWY. I was given the aircraft registration and tried to contact the pilot on both 124.45 and 125.050. There was no response from the pilot. Calls were made to both Coningsby and Waddington regarding the aircraft and neither agency had contact with the aircraft. The tapes were impounded and this confirmed that the pilot of the aircraft did not attempt to contact CWL ATC on any frequency.					
CVJETKOVIC CA65	OTHER (NSI PROPULSION SYSTEMS EA81)	Level off-touchdown	Chavenage	31/08/2014	201412292
UK Reportable Accident: Landing gear faulty, landed gear up. Damage to landing gear and propeller blade. One POB, no injuries. Subject to AAIB AARF investigation.					
CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX	Level off-touchdown	Arclid Airfield	08/09/2014	201412714
UK Reportable Accident: Aircraft stalled in the flare, bounced and landed heavily then departed side of runway. Damage: nose gear and propeller. One POB, no injuries reported. Subject to AAIB AARF investigation.					

DE HAVILLAND DH82	BRISTOL GIPSY MAJOR	Taxiing: Other	EGKH : Lashenden/Headcorn	03/09/2014	201412462
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UK Reportable Accident: Aircraft collided with a parked aircraft whilst taxiing. One POB, no injuries. Subject to AAIB AARF investigation.

DE HAVILLAND DH82	DE HAVILLAND GIPSY MAJOR	Cruise	EGKA (ESH): Shoreham	27/08/2014	201411885
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Infringement of the Shoreham ATZ (Class G) by a DH82A.

A Tiger Moth was observed passing South abeam the airfield along the coast routing eastbound, estimated at around 1000ft. Aircraft identified as a "Maroon and silver coloured Tiger Moth". A DA40 and PA28 in the Shoreham R/W07 circuit both sighted the aircraft as it flew opposite direction through the downwind leg of the R/W07RH circuit. PA28 pilot stated aircraft was within the ATZ. Pertinent traffic info was passed to circuit traffic and an IFR departure was held on the runway. The Tiger Moth did not appear to alter course or make contact with Shoreham on any of the published frequencies. Aircraft was subsequently traced as a Goodwood based aircraft flying to Audley End, apparently on a maintenance flight. METAR EGKA 271120Z 10014KT 5000 HZ BKN014 18/14 Q1014= METAR EGKA 271150Z 11012KT 4800 HZ SCT014 19/15 Q1014=.

Supplementary 28/08/14:

The pilot has since got in touch with the ATSU and apologised for the infringement. He stated that he had attempted to contact Shoreham but used the wrong frequency and therefore received no reply. He elected to call London Information for a service instead. This combined with a reduction in visibility and lowering cloudbase caused him to unknowingly enter the Shoreham ATZ. He was not aware of the infringement or his proximity to Shoreham until informed about it post flight.

DE HAVILLAND DHC6	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Missed approach or go-around	EGPR (BRR): Barra	21/09/2014	201413381
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Go-around flown due to runway incursion by an unauthorised person.

Aircraft Go-Around due to Runway Incursion. Aircraft was on finals to land on runway 07 when a member of the public crossed runway 25 from the seaward side causing the aircraft to go around. AFS alerted and deployed to remove the person causing the Runway Incursion. Aircraft repositioned and landed safely without further event.

Supplementary 29/09/14:

Whilst on Short Final, observed Person walking across Runway. On short final to runway 07, we observed a person walking at 90 degrees across the far end of the runway. We initiated a go-around and re-positioned visually for a second landing.

DE HAVILLAND DHC6	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Taxi from runway	EGHC (LEQ): Land's End/St. Just	26/08/2014	201411834
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Aircraft right MLG wheel departed apron during taxi to stand.

During aircraft taxi, at the corner of Taxiway 'A' and the apron onto stand 5. The aircraft was turned too close to the edge due to the absence of guidance lines and the perception of space required due to the position of other Twin Otter in bay 4/hanger resulting in right wheel departing the hard surface and sinking into the soft soil adjacent to the apron. Aircraft shut down iaw SOP's, Passengers disembarked in normal manner and aircraft towed out using a strop on the main undercarriage strut on right hand side, and normal nosewheel towing.

Supplementary 08/09/14:

Stand 5 was closed off while a temporary fix was put in place until the guide lines are painted. The aircraft was checked against the AMM heavy landing checks as a precaution. The previous day we had had the first heavy rain since re-opening and a number of areas were photographed by the airport for remedial work when the contractors return due to water pooling. The area that the Otter became stuck is one of them. However this does not remove the fact that the Captain turned too early and that even if the surface was firm, a taxiway excursion would of taken place. In light of this and after discussions with the Airport authority a visual marker board has been erected on the left side of the Taxiway "A" and crew have been sent written instructions not to turn onto stand 5 before passing the marker board and when pulling off stand 5 to taxi towards the board until the nose of the aircraft is on the taxiway line. This will give adequate clearance from the corner area until such time as the airport authority task the contractors with painting stand entry lines and parking circles.

DIAMOND DA20	BOMBARDIER ROTAX	Initial climb	EGPK (PIK): GLASGOW PRESTWICK	21/06/2014	201408160
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Aircraft returned due to no climb rate. This was the aircraft's second attempt at departure.

At time 1125, an aircraft which departed at 1122, requested to return to airfield to land. Aircraft was subsequently asked by ATC whether he had a problem. The pilot responded by declaring a rough running engine. Aircraft was given permission to return to airfield and to position downwind, and landed on Runway 30 at 1128. Aircraft had two persons on board. Local Standby Air, stood down at 1131.

Supplementary 21/06/14:

Aircraft departed at 1230 after a previous incident returning with a rough running engine. After departure pilot advises that he had no rate of climb and was returning to land. LSB air declared. Pilot advised that RPMs were steady but was at 300ft. Aircraft carried out low level circuit and landed at 1234. AFS followed aircraft to parking with no further incident.

DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	Take-off run	EGKA (ESH): Shoreham	22/06/2014	201408612
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Engine malfunction during take-off.

Aircraft had flown two previous flights on day of incident without any reported issues. On the third flight of the day the student pilot carried out power checks which were satisfactory, lined up for take off and applied full power. Shortly after, the engine completely stopped (before the aircraft became airborne).

DIAMOND DA40	UNKNOWN	Cruise	BPK	16/08/2014	201411258
Infringement of the Stansted CTA (Class D) by a DA40 at 2000ft. Traffic info and avoiding action given to a departing B737. Standard separation maintained. Whilst working Stansted INT bandboxed I was confronted by an infringer Farnborough LARS had lost contact with at 2000 feet from the western side of TMZ 2. I initiated a check all but the tower seemed already committed with a CPT so I saw the traffic turning away releasing the CPT with an instruction to call immediately after departure. This traffic continued turning away and was a non-event. However shortly after a DA40 came into the SW CTA by North Weald at 2000 feet displaying a 4575 conspicuity code. I had to immediately give avoiding action on a B737 CPT outbound initiating a sharp turn onto 360deg. This all happened very fast resulting in a slight delay to the inbounds and two requests for check alls and traffic passed to the tower. The DA40 descended shortly after to 1600 feet continuing for a while due to the backlog of departures I launched freeflow but he then climbed again to 1700 feet. I let the tower know this with an instruction to pass traffic on the unknown contact for the next CPT if it remained at 1700 feet and qsy to me quickly. As it was the traffic descended again to 1600 feet and did not present a further confliction. EGMC was contacted for me at my request to get the unknown contacts details. Subsequently it was identified by Farnborough LARS on 5021. In the mean time I immediately got Stansted FIN back as the workload had increased rapidly with lots of developing scenarios to deal with.					
DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	Landing	EGBO : WOLVERHAMPTON	14/09/2014	201412946
Hard landing. Aircraft landed heavily, bouncing repeatedly alternately on the main wheels and nosewheel before recovering to a normal landing. Operator advised of possible heavy landing. Operator later advised ATS that tips of three-bladed propeller missing. Runway inspected for debris but nothing found. Supplementary 14/9/14: Stable approach approx 75KIAS. Observed increased sink rate, slow to add power. Bounced on first touchdown, tried to correct from the bounce with a subsequent second bounce resulting in propeller strike. Aircraft returned to parking area, on shutdown damage was observed. Company have taken appropriate action.					
DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	Cruise	EGGW (LTN): London/Luton	02/09/2014	201411901
Infringement of Luton CTR (Class D) by a cross-country solo student. Loss of separation. At time 1250 a 7000 squawk was observed entering the Luton zone from the North on a south easterly direction. The tower broke of an aircraft on the final approach to the North and all departures were stopped until the infringing aircraft left the zone to the East.					
DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Take-off	EGTB : Wycombe Air Park/Booker	15/08/2014	201411207
Aircraft returned due to birdstrike. Engine No1: Struck, Fuselage: Struck, Effect On Flight: Returned. Supplementary 20/08/14: Aircraft called a PAN with birdstrike to left engine and request to return to field. Local standby initiated and aircraft given priority to land. Aircraft landed safely.					
DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Cruise	EGHI (SOU): Southampton	15/08/2014	201411221
Infringement of the Solent CTA 3 (Class D) by an unknown aircraft squawking 7000, indicating 2400ft. Aircraft identified via Bournemouth ATC as a DA42. Traffic info and avoiding action given to an outbound DHC8. Standard separation maintained. 7000 squawk observed 13nm north of SAM tracking southbound indicating 2400ft. Mode S downlink callsign displaying details. Blind call made with no response received. Telephoned ADI ATCO to see if they still had DHC8 on frequency, having just departed RWY02. ADI ATCO advised that DHC8 had already been transferred. 7000 squawk enters Solent CTA-3, base 2000ft. On initial call I issued DHC8 an avoiding action right turn heading 180 degrees. The Solent Coordinator measured the minimum distance between the infringer and DHC8 at 5.2nm. The 7000 subsequently selected a 7377 squawk. Bournemouth ATC were contacted and advised the details to be DA42.					
DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Taxiing to/from runway	EGKA (ESH): Shoreham	03/09/2014	201412376
DA42 performed a touch and go without clearance to do so and failed to comply with ATC taxi instruction. After landing on R/W02 DA42 was instructed to hold at K2 as DH82 was performing CCTs on R/W07. As DH82 applied power for takeoff I noticed DA42 had crossed K2 and was midway crossing the upwind end of R/W07. As DH82 flew over the 'K' Taxiway on takeoff DH82 had passed K3 and was clear of the overshoot. DA42 acknowledged their mistake and stated that it had been caused by the crew "chatting". The aircraft then continued to parking. During the same flight detail DA42 also performed a touch and go R/W02 with no call on final and no clearance to do so.					
DORNIER DO28A	UNKNOWN	Approach	EBGB : Leicester	14/08/2014	201411094
Birdstrike. Nose: Struck, Propeller: Struck, Fuselage: Struck, Tail: Struck, Effect On Flight: Returned.					

EMBRAER (EMB500)	UNKNOWN	Climb to cruising level or altitude	EGKB (BQH): Biggin hill	21/08/2014	201411527
EMB500 departing from R/W21 failed to follow LYD2 SDR, resulting in avoiding action being given to an A320. Standard separation maintained. EMB500 was released off R/W21 to go through the overhead and towards DET at 3000ft. The departure got airborne and turned right. We then noticed it about a mile East of Biggin Hill pointing South. We called Biggin Hill on the priority line but they had already transferred it. The aircraft checked in and still appeared to be heading South and directly into conflict with Gatwick final approach. We gave an immediate right turn followed by avoiding action. Once in the turn we climbed the aircraft to 4000ft and coordinated this with TMA South and Heathrow Approach. We then continued the right turn to get the aircraft back towards DET. Supplementary 02/09/14: Gatwick landing 26L, several aircraft established on the ILS inbound. Gatwick INT phoned by THS controller to point out that EMB500 departure off R/W 21 at departure airport had not captured the radial and performed the SDR as it should have done. After a few seconds it became apparent that this a/c was going to come into conflict ion with several Gatwick inbounds. First a/c, A319, had already been transferred to Gatwick TWR so I phoned them on the Gatwick FIN PR line to tell them to break it off the approach, but there was no response. Avoiding action was given to A320, the following aircraft as the intentions of the EMB500 were still unknown at this time. I tried to contact Gatwick TWR again about the first a/c but there was no answer again, and in any case, by this time there was no confliction. A320 re-established on the ILS for 26L and continued the approach with no further trouble.					
EUROPA EUROPA	BOMBARDIER ROTAX	Cruise	CFD VOR	31/08/2014	201411928
UK AIRPROX 2014/158 - Europa and an unknown aircraft at 2400ft North East CFD VOR.					
EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	Landing	EGHN : ISLE OF WIGHT/SANDOWN	23/08/2014	201412148
UK Reportable Accident: Heavy landing on nosewheel. Damage to be determined. One POB, no injuries reported. Subject to AAIB AARF investigation.					
EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	Cruise	TOBID	08/09/2014	201412611
Infringement of the Daventry CTA (Class A) by an EV-97 Eurostar at 5400ft. Standard separation maintained. An unidentified aircraft was seen at an indicate altitude of 5400ft about 5nm or so SW of TOBID. The return was magenta which highlighted the infringement and the aircraft registration was indicated as an EV-97. No other aircraft under my control were anywhere near the infringer at the time. The aircraft appeared to be tracking toward EGBT and left CAS about 5 minutes or so after I became aware of the infringement.					
EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX	Cruise	Glossop	09/09/2014	201412664
Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000. Aircraft identified as an EV97. Traffic info given. Standard separation maintained. At 10.12 UTC an aircraft squawking 7000, no altitude information available, was observed close to the Eastern edge of the CTR. The aircraft entered the CTR in the Glossop area, tracking to the South West. No mode S information was available to identify it, and attempts to raise the aircraft on the Approach frequency were unsuccessful. IFR inbound aircraft were vectored around the infringer to maintain 5nm separation. No avoiding action was given. The aircraft then left the CTR to the South. Subsequently, an aircraft - in the vicinity squawking 7366 - was asked to help identify the infringer, and reported the aircraft callsign as an EV97.					
EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX	Cruise	BHD	21/09/2014	201413233
Infringement of Airway N862 (Class A) by an unknown aircraft squawking 7000 at 9700ft. Aircraft identified as an EV97. Standard separation maintained. S6/9/36 reported an aircraft in the vicinity of BHD infringing CAS. I asked D&D to track the aircraft. It was subsequently identified by using the Mode S identifier as an EV97. The aircraft initially headed S/SW and left CAS and then turned N/NE and infringed CAS once again. The aircraft then left CAS to the NE.					
EXTRA 230	LYCOMING 360 FAMILY	Initial climb	EGSC (CBG): Cambridge	07/09/2014	201412229
UK AIRPROX 2014/168 - Outbound Extra 230 and an inbound PA28 on R/W23 extended centre line at Cambridge, in Class G airspace.					
FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX	Cruise	EGNR : Hawarden	13/09/2014	201412924
Infringement of Airway N864 (Class A) by an Ikarus C42 at 3400ft. Standard separation maintained. I was the duty ADI controller when Ikarus C42 called at 1042 for a Basic Service. The pilot reported approximately 12nm West of Hawarden and all additional details from the aircraft were obtained and as the aircraft had reported at Alt 3700ft, I reminded the pilot to remain outside controlled airspace (ROCAS) and informed him that the base of CAS in the vicinity of Hawarden was Alt 3000ft - the pilot acknowledged this. A 7000 SSR Code matching the position of the pilots report was unofficially observed on the ATM with no mode C displayed. At approx 1049 I asked the pilot what his current altitude was and he reported that he was at Alt 3400ft. I asked him his position and he replied that his GPS was indicating 4 miles SSW of Hawarden. I responded by informing him that based on his position and altitude report I believed he was inside CAS and that the current cloud base was BKN010. The pilot responded by informing me that he was descending accordingly and subsequently reported at Alt 1000ft approx 3 mins later. Liverpool radar was subsequently informed of the aircraft details. The weather at the time was 16009 9000 BKN010 16/13 Q1029.					

FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX 912	Cruise	EGCT : Tilstock	14/07/2014	201410050
PAN declared due to low oil pressure, aircraft diverted. FIR called to request assistance suffering with low oil pressure and seeking the nearest suitable airfield to land. The D&D support controller requested the FIR controller transfer the ac to 121.5 for D&D to provide assistance directly to the ac. The nearest air strip was the minor airfield, which was approx 3nm from the ac position.					
FOURNIER RF5	LIMBACH	Climb to cruising level or altitude	Tain Range	30/07/2014	201410365
Infringement of the Tain Range (EGD703) by a formation of motor gliders. I was the Air Weapons Range Controller (AWRC) on duty during the infringement. The range was active but contained no aircraft at the time. During my opening up procedure with Inverness ATC in the morning I was informed by the Inverness Assistant that 8 "microlights" had landed at Dornoch Airfield the previous night after the range had closed. Dornoch airfield is situated inside EG D703 Tain Range and permission to enter must be sought from the AWRC before entry when active. The a/c acting on behalf of the formation asked for permission to enter range from Dornoch in order to transit South to Glenrothes. Permission was granted by myself and BS was provided. At this point I looked towards Dornoch and was visual with at least 5 of the formation which were already airborne transiting West and South at approximately 500 to 1000ft. At this point I informed the formation leader that he had entered EG D703 without permission and that I would be filing a report. He apologised immediately and once he vacated the range I asked him to ring me via landline upon landing. The formation leader phoned me several hours later and admitted that he should of contacted me before getting airborne from Dornoch and said that external factors had led him to this mistake. Failure by the formation leader to comply with the requirement in UK AIP ENR 5-1 for users of Dornoch airfield to make radio contact with Tain during range opening hours prior to entering range airspace (the uncontrolled airfield at Dornoch is situated 3.4nm in direct line of sight from Tain Range Control tower and satisfactory two-way VHF comms exist with aircraft on the ground).					
FOURNIER RF5B	UNKNOWN	Cruise	EGSS (STN): London/Stansted	01/08/2014	201410461
Infringement of the Stansted CTA (Class D) by a Fournier RF-5B. Standard separation maintained. A/c on an FIR squawk observed infringing CTA to the NE of EGSS. Called FIR and asked for a/c to be transferred to Essex on 120.625. A/c called on frequency and was advised of base of CAS. A/c descended to clear CAS.					
GARDAN GY80	UNKNOWN	Cruise	EGHI (SOU): Southampton	20/08/2014	201411471
Infringement of the Solent CTA (Class D) by a GY80 at 2900ft. Traffic info given. Standard separation maintained. At approximately 0905z I was operating as OJTI in Solent Radar with an ATCO returning to duty. Traffic levels were high-end medium with several freecallers, as well as HI arrivals and HH departures. An additional ATCO was coordinating. A 2650 squawk was observed at STX, tracking SSE indicating Alt2.9A inside CAS in HH's delegated Area D. Whilst it could have been working HH, on its present track it would soon cross Forest Gate into Solent's airspace. The ATCO therefore put out a blind call for the 2650 squawk with no reply. AIW was not alarming. HH were then phoned and they said they had no details but seemed unconcerned. I therefore asked the coordinator to phone DM while the ATCO returning to duty tried a blind transmission again. This time the GY80 replied, was put on a 3676 squawk and was identified just approaching Forest Gate still SSE bound, Mode C in tolerance. GY80 was cleared to transit not above Alt3A VFR then subsequently at Alt4A maintaining VFR so that an inbound aircraft approximately 9SW SAM could be positioned DWR Rwy02 descending to Alt3A. No LOS.					
GROB G115	UNKNOWN	En-route	EGYD : Cranwell	21/06/2014	201408165
PAN declared with a fuel caption warning. Aircraft on low-level navigation exercise, declared Pan Pan when 3 nm south west with a fuel caption warning indication. He was given a heading to establish straight in to runway 02. Aircraft responded with information that the warning light had extinguished and his intentions were to hold in the overhead for three minutes to ensure that the indication was spurious. He was transferred to the tower frequency for the period of his holding. Having established that the warning light was a transient phenomenon, aircraft set course to return.					
GROB G115	LYCOMING 320 FAMILY	Approach	EGPN (DND): Dundee (Riverside Park)	24/06/2014	201408348
Fumes in cockpit. Aircraft was outbound to the east training area approaching when the instructor requested instructions to rejoin. When asked if there was a problem, the instructor reported a strange smell in the cockpit. The crash alarm was used to initiate a local standby. The aircraft landed safely.					
GROB G115	UNKNOWN	Circuit pattern - downwind	EGNO : Warton	26/08/2014	201411810
Runway incursion by a forklift truck. I was the duty aerodrome controller at the time of this incident working one aircraft in the Warton VFR circuit for RW07 right-hand. The aircraft was late downwind undertaking a glide circuit when the pilot called "FANSTOP" and reported his intentions to continue the glide circuit (for a touch and go). I immediately checked the runway and the approach and threshold areas in particular for vehicles crossing/about to cross the runway on the site perimeter road. I noticed a relatively slow moving, predominantly red coloured forklift truck approaching the south side barrier and assessing that the vehicle was travelling at speed that would allow him to stop safely before the barrier lowered I selected the "lights to red". The barriers operate in a similar way to a railway level crossing and consists of a single pole barrier positioned on the road on both the north and south sides of the RW07 threshold. The barriers begin to travel into position after a 5 seconds delay of the associated flashing traffic lights being selected to red via the control panel in the VCR. However, the forklift made no apparent attempt to stop and appeared to pass beneath the south side barrier as it began to lower. Aircraft called final and was instructed to continue and expect a low approach not below 400ft with a slow moving vehicle crossing the perimeter road at the threshold. In the event, the forklift cleared the landing area in time to allow the aircraft to complete his touch and go, albeit following an adjustment by the pilot to allow his touchdown well past the threshold.					

GROB G115	LYCOMING 320 FAMILY	Initial climb	EGPN (DND): Dundee (Riverside Park)	31/08/2014	201412083
Fumes in cockpit. Aircraft airborne on a standard departure to the east when the instructor requested a low level circuit to land. When asked if there was a problem, he stated that there was a smell in the cockpit but did not declare an emergency. A Local Standby was initiated using the crash alarm. The aircraft landed safely.					
GROB G115	LYCOMING 360 FAMILY	En-route	EGSC (CBG): Cambridge	04/09/2014	201412194
Infringement of the Cambridge ATZ (Class G) by a Grob G115 squawking 7001 indicating an altitude of 500ft. Appropriate CAA action is being taken as a result of this incident.					
GROB G115	LYCOMING 360 FAMILY	Final approach	EGUY : Wyton	02/09/2014	201412366
Throttle stuck at full power. Having already completed a couple of visual circuits, the student climbed away from the runway using full power on the throttle. As the student brought the throttle back to level off at 800ft, the Instructor noticed the manifold air pressure remained at the full power setting. The Instructor took control of the aircraft from the student and confirmed that whilst the throttle lever had full movement without any friction, the movement had no input on engine settings which remained at full power. The Instructor declared a Pan on Tower frequency and elected to remain at circuit height and extend out to the Initials Point to conduct a long straight in approach starting at 800ft and slowly descending to 400ft whilst manoeuvring the aircraft using turns to prevent excessive speed. Approaching the threshold of Runway 08, the speed had increased to approximately 150kts. Once landing was assured (judged as the threshold passing beneath the propeller hub at 400ft) the Instructor ungated the mixture lever and moved it to fully lean thus stopping the engine. Maintaining 400ft to slow the aircraft down to flap limiting speeds, the Instructor selected take-off then land flap, adopting the normal glide approach attitude and landed without incident within the first half of runway 08's 8251ft runway length. On landing the aircraft there was enough momentum to taxi off the main runway and the aircraft was brought to a stop for a full shutdown and the crew exited the aircraft. Initial investigation carried out. It was confirmed that the nut from the ball stud was missing, which permitted the throttle end of the cable to detach from the throttle lever. The nut was recovered and on inspection the threads it appeared to be damaged. There was evidence of material on the ball stud that was considered to be the stripped threads from the nut. All aircraft within the fleet (119 aircraft), with the exception of 2 aircraft have been visually inspected. It has been confirmed there is no evidence of loose nuts fitted to the ball studs on the throttle, mixture or propeller levers in the cockpit on the other aircraft within the fleet. The aircraft operator directed that until completion of Fleet Check there would be no solo students permitted to operate the aircraft. The investigation continues iaw Event Reporting Procedure under the Safety Management Plan.					
GRUMMAN AA1	LYCOMING 235 FAMILY	Cruise	EGSS (STN): London/Stansted	31/07/2014	201410392
Infringement of the Stansted CTA (Class D) by an AA1. Standard separation maintained. 7000 squawk observed indicating 1900ft in CTA South of EGSS. CAIT activated and identified as an AA1.. Blind call made but not on frequency. Finally raised on EGGW frequency 129.550. Descended outside CAS by GW INT. Pilot made aware of error and apologised.					
GRUMMAN AA5	LYCOMING 320 FAMILY	Maintaining position	EGNV (MME): TEESIDE	21/06/2014	201408164
Aircraft towed back to stand due to suspected nose leg failure. At 1044 the pilot reported shutting engine down due to possible nose leg failure. The airport fire section were informed to attend. At 1054 the aircraft was towed to back to hanger. Ground incident stood down at 1127					
JABIRU JABIRU	JABIRU 2200	Cruise	EGPT (PSL): Perth/Scone	23/08/2014	201411696
MAYDAY declared after engine stopped in flight. Engine restarted and aircraft landed safely with RFFS in attendance. Pilot declared "Mayday, engine stopped". Engine restarted and aircraft landed safely with rescue service in attendance. Pilot initially suspected carb ice but later stated there may be an ignition fault. Rescue service stood down at 15:22.					
JABIRU JABIRU	JABIRU 2200	Cruise	EGCC (MAN): Manchester/Intl	08/09/2014	201412610
Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000, resulting in loss of separation with an inbound B777. Aircraft identified as a Jabiru. Traffic info and avoiding action given. Working as Final Director with three aircraft in the Final Approach Sequence to 23R at Manchester, I was aware of a 7000 squawk manoeuvring outside CAS to the East of the Manchester Zone. As B777 was turned onto a base leg at around 15 miles at 4000', the 7000 squawk entered the Manchester Control Zone in the Oldham area, to the West of the B777. I gave an avoiding action turn to B777 in an attempt to maximise the distance from the Zone Infringer, however I was unable to attain 5 miles or 5000'. I informed the B777 of the reason for the avoiding action to which he replied that he had the contact on TCAS. The Zone infringer then turned East, towards the B777, leading to extended vectoring of the aircraft until the Zone Infringer left CAS. No Mode S information was available from the 7000 Squawk, but Leeds Approach were able to track the contact to destination. The aircraft was identified by the airfield operator as a Jabiru. Supplementary 20/09/14: 7000 squawk entered the CTR to the East causing an immediate loss for Fin Dir who was working B777. I heard Fin Dir issue avoiding action to the crew of the B777. I attempted to raise the pilot but received no response. I rang Leeds who said that they would track the aircraft for us (it had now turned east bound and radar cover was lost). Leeds then rang back and advised us that the aircraft was a Jabiru (and identified the airfield where it landed). I am unsure if a loss occurred for Fin Dir.					

JODEL DR1050	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Cruise	Conwy, North Wales	17/06/2014	201408027
PAN declared due to rough running engine and increased exhaust noise. While returning a large increase in noise and reduction on power was experienced. Valley Radar was contacted. After the initial call the situation was updated to PAN and 7700 set. The a/c was maintaining height and the engine producing power with good oil pressure but considerable exhaust noise and no smell of burning so the decision was made to cross the high ground and make towards a disused strip. The engine was showing no sign of worsening at a constant throttle position so, avoiding towns, the a/c maintained height and returned to a successful landing with emergency services in attendance. On return to the hangar the cowlings were removed and a 60 mm by 45mm piece from the front of the exhaust manifold was missing. This piece was from a formed and welded part that provided a flow curve from the vertical exhaust port to the horizontal manifold. The fractures were both along welds and across the material. There was no evidence of any repairs or major corrosion. The design of the manifold is such that the exhaust pipe exit is in cantilever and not supported. Thus the load of the exhaust must pivot about the rear exhaust port and possibly place a vibrating stress on the front port connection. The steel exhaust material is thin and once structural strength is lost further cracking failure will be rapid.					
KOLB TWINSTAR	BOMBARDIER ROTAX 582	Initial climb	Shifnal Airfield	21/08/2014	201411671
UK Reportable Accident: Aircraft substantially damaged during a forced landing during take-off. One POB, no injuries. Subject to AAIB AARF investigation.					
MOONEY	LYCOMING 360 FAMILY	Climb to cruising level or altitude	EGCB : Manchester/Barton	19/08/2014	201411491
Infringement of the Manchester CTR (Class D) by a Mooney 20. Traffic info and avoiding action given. Standard separation maintained. DHC8 left MIRSI hdg 080, vectoring downwind for R/W23R. A 7000 squawk was observed NE of Barton climbing through 2200ft into CAS about 6nm ahead of the DHC8. I immediately issued avoiding action and gave traffic info on the unknown a/c. A lateral distance of 5nm was achieved. After coordination with Barton I identified the unknown a/c and vectored the DHC8 back into the circuit for a normal approach.					
MORANE SAULNIER MS880	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Cruise	EGSS (STN): London/Stansted CTA	13/08/2014	201411068
Two infringements of the Stansted CTA (Class D) one by an MS880B and also an unknown primary return. I was working as the SS FIN controller. At 1044 a 0013 contact entered the CTA. I turned a B737 that was on a closing heading to establish on R/W22 right to avoid and passed traffic info. Both myself and SS INT tried to call the 0013. SS INT identified it as an MS880B. I updated the B737 and continued to vector him back round onto the localiser. In his right turn at 1046 there was then an unknown primary contact to his left which entered. I passed traffic to the B737 and considered the right turn he was already in towards the localiser was the best way to avoid that unknown traffic.					
NORD 1002	LYCOMING 540 FAMILY	Cruise	EGLM : White waltham	18/09/2014	201413158
Infringement of the Heathrow CTR (Class D) by an unknown aircraft squawking 7000 indicating 1100ft, resulting in loss of separation. Aircraft identified as a Nord 1002. An aircraft was observed on a 7000 squawk infringing the London CTR SE of White Waltham. It was on a southerly track indicating altitude 1100 ft. The a/c changed to a Farnborough LARS squawk 0430 and details of the flight were gained from phoning them. Supplementary 24/09/14: Nord 1002 observed to leave the White Waltham LFA tracking SSW and subsequently infringed the London CTR, with Mode C indicating 1,100 feet unverified. As the a/c was already south of and tracking away from 09L final approach no action was taken with inbound on 09L final. The infringing a/c was subsequently observed to leave the London CTR. Supplementary 25/09/14: I was the Trainee Controller under the supervision of my OJTI 10 minutes after plugging in to console. I was working Farnborough Approach and Farnborough LARS West positions banded working towards my Level 3 check. Whilst working light traffic, a pilot called up on the Farnborough LARS West frequency requesting a Basic Service who was currently squawking 7000 at 1.4A just departed White Waltham. Upon looking at the Radar around the White Waltham area, there was one a/c in the vicinity squawking 7000 at 1.4A about 2 miles inside the Heathrow Control Zone tracking South. Based on no other a/c being in the area at the time, I was confident that this was the a/c who had requested a service from Farnborough LARS. I informed the pilot that I believed he was inside CAS and to track West immediately in order to be outside CAS. When the radar return suggested the pilot was now outside CAS, I issued him with a squawk, observe the change in squawk and put him under a Basic Service. Shortly after the Aircraft was 'wearing' a Farnborough LARS West Squawk, Heathrow phoned me and asked for details on the a/c that infringed. I estimate the a/c to have infringed CAS for about 3-4 track miles. Supplementary 25/09/14: I was the OJTI on banded Approach/LARS West, when Nord 1002 called on frequency. I believe the pilot's position report was 3miles South of Redhill. I think he said he was at 1.4A. However, there was an infringing contact 3 miles South of White Waltham, inside the Heathrow Zone by approximately half a mile, and so the trainee told the pilot he was inside CAS and to turn West immediately. The aircraft turned West and quickly left the zone, at which point the trainee issued the squawk 0430. Heathrow then rang for information on the aircraft.					

OTHER (SKYRANGER SWIFT 912S(1))	BOMBARDIER ROTAX 912	Cruise	En route	22/06/2014	201408178
PAN declared and aircraft diverted due to rough running engine. Suspected carburettor icing. Aircraft called on frequency 119.875 (Scottish FIR) at time 1440Z, northwest of Largs routing via Bute overhead to Oban. Altitude reported was 2,500ft on Glasgow QNH 1023. At time 1450Z (approx), pilot declared PAN PAN due to a rough running engine, unable to achieve more than 4200 revs and advised that he was 5 NM from Bute and intended to divert to Bute airfield. I asked the pilot to squawk emergency code 7700 if able, then advised D & D and the Ops Sup. The pilot reported joining downwind at Bute, then reported on 1 mile final. Pilot later called Glasgow to advise that he had landed safely and Glasgow passed this on to the Ops. Sup. Pilot called on FISO frequency 119.875 again at 1600Z overhead Bute and preparing to fly to Oban. He advised that the engine problem was believed to have been caused by carburettor icing, possibly due to his proximity to cloud, and anticipated no further problems en route to Oban. Supplementary: 02/07/2014 En route, the engine began to run roughly when approximately three miles west of Inverkip Power Station at 3000ft. Being unable to maintain altitude and being over water and unfamiliar terrain, I declared a PAN to ATC with whom I was currently under Basic Service who then requested I squawk 7700. My passenger identified Bute as a potential landing point and we immediately turned left 160 degrees to head almost due South. On the approaching descent to Bute the engine (912S) finally started to pull more than 4,200 rpm and I was able to land safely and call Glasgow so that they could advise Scottish Information of our safe landing. An hour later, after thoroughly checking the engine and fuel system over as well flying a couple of circuits we set off for Oban again. Twenty minutes later we encountered the same symptoms at around 3500 feet, with the engine again running roughly and being unable to maintain cruising altitude. We continued to Oban in a gradual descent and the problem cleared after a further 10 minutes. We then landed at Oban at the first opportunity at around 16:52Z. Again the engine and fuel including carburettor bowls were checked and all was found normal. My conclusion is that we encountered carburettor icing. Although carburettor icing with a 912S in this configuration is unusual and at the time of installation the engine did not have any secondary form of carburettor heating, I noted the weather conditions at the time included low cloud, high relative humidity and a dew point very close to ambient temperature. A carburettor heating kit has been ordered from an approved supplier and will be fitted as an approved minor modification at the earliest opportunity.					
OTHER (STARDUSTER TOO SA300)	LYCOMING 360 FAMILY	Cruise	En route	29/06/2014	201408577
PAN declared due to low fuel. Aircraft called for airfield information. Was given information and was joining from the East. AC reported "Fuel Critical". A/G operator asked if AC was declaring a PAN PAN. AC confirmed and local RFFS and emergency plan put into effect. Another AC in the circuit immediately cleared the area. After performing a tight circuit to check windsock, AC elected to land on runway 07 hard. Safe landing was made and no further issues reported. Airfield RFFS and emergency plan stood down.					
OTHER (CZAW SPORTCRUISER)	JABIRU 3300	Landing roll	EGGP (LPL): Liverpool	30/06/2014	201408679
Nose wheel damaged. I was working as ADC and was observing aircraft rolling out on RWY 09 after landing. The aircraft came to a stop just past the Echo RET. I asked the pilot if he was ok but the reply he gave was barely readable. The aircraft did not move and the words nosewheel were heard. An Aircraft Ground Incident was called with the RFFS. The nosewheel appeared to be bent looking through binoculars. The RFFS in conjunction with the pilot managed to get the Aircraft in a position to taxi off the runway. The pilot taxied the Aircraft off the runway back to the General Aviation Apron. Operations resumed after a full runway inspection.					
OTHER (CZAW SPORTCRUISER)	BOMBARDIER ROTAX 912	Cruise	EGLF (FAB): Farnborough civil	04/08/2014	201410586
Pan declared due to canopy opening during flight. Aircraft diverted. Aircraft reported his canopy had opened and he requested to land to fix. I asked if he was declaring an emergency and he replied he was declaring a pan. He landed and then departed again after 5 minutes on the ground.					
OTHER (Microlight)	UNKNOWN	Cruise	EG D403	04/08/2014	201410653
Infringement of Danger Area EG D403 (Class G) by an unknown microlight at 100ft. At 11:30L a microlight aircraft was observed by our beach guards transiting through the Range at approximately 100ft. I immediately contacted the local airspace authorities and the local airfield to try and ascertain the intruders flight plan, but neither had any knowledge of the airframe. The microlight was seen by our watchman operator exiting the Range at 11:40L heading towards Ireland. CAA authorities were contacted and confirmed no flight plan had been filed for the area. Though the airspace was NOTAMed at this time, our activity was on a hold.					
OTHER (WT9)	UNKNOWN	Cruise	EG D125	31/07/2014	201410937
Infringement of active Danger Area EG D125 by a WT9. A 3/A 1177 Squawk was seen to enter EG D125 Larkhill Danger Area W of Rushall VRP (SU128568) hdg WSW indicating 2000ft Mode C. The area was active with live artillery firing from SFC-30000ft and UAV operations were about to commence. We attempted to contact the aircraft via London Information, who advised us the pilot had been instructed to contact Boscombe Down Zone for a radar service, and the Squawk seen to change to 3/A7000. Boscombe ATC contacted us saying that the aircraft was being turned out of the danger area to the N. The aircraft's SSR return was now in the vicinity of Redhorn Vidette (SU060554) and seen to exit the area S of Urchfont and remained clear of SPTA. A checkfire was not called as it appeared the infringement was being controlled. Boscombe Down ATC advised us the pilot of the WT9, seemed unsure about the danger areas, had departed from Kemble this morning and was routing towards Bellegarde-Vouvray (LFHN).					

OTHER (SKYRANGER)	BOMBARDIER ROTAX 912	Cruise	EGSS (STN): London/Stansted	27/07/2014	201411244
Infringement of the Stansted TMZ2 (Class G) by a SkyRanger showing as a primary contact only. Primary contact observed leaving the Hunsden Microlight Area (HMA) tracking SW. The contact turned right and returned to the HMA, however, the contact infringed the TMZ2 at least two more times. The contact appeared to land at Hunsden at 17:29. No other traffic was affected. The GS airports was advised, the GS airports contacted the microlight club at Hunsden and spoke to the chairperson. Aircraft identified. CFI will be speaking to the pilot.					
OTHER (PIONEER 300)	BOMBARDIER ROTAX	Post-impact	Churt	16/08/2014	201411379
UK Reportable Accident: Aircraft inverted during forced landing. One POB, seriously injured. Damage to aircraft to be confirmed. Subject to AAIB AARF investigation.					
OTHER (Sportscruiser)	UNKNOWN	Cruise	EGSS (STN): London/Stansted	20/08/2014	201411466
Infringement of Stansted CTR (Class D) by a Sports Cruiser at 1700ft. Standard separation maintained. At approx 1011, I noticed a 7010 squawk enter the SS CTR to the SW of EGSS. The unknown traffic manoeuvred in this vicinity for a few minutes then left the zone to the South, while descending below CAS. I made a blind call on the frequency, however no reply was forthcoming. The traffic situation at the time was too busy to make attempts at raising the aircraft via other agencies, therefore SS departures were stopped for approx 5 minutes. I traced the traffic to EGSS, and tallied the landing time of 1020 with EGSS, who informed me of the aircrafts details.					
OTHER (CZAW SPORTCRUISER)	BOMBARDIER ROTAX 912	Climb to cruising level or altitude	EGCC (MAN): Manchester/Intl	23/08/2014	201411641
Infringement of the Manchester CTA (Class D) by a Sportcruiser. Standard separation maintained. CTA to the South of EGCC infringed by an aircraft climbing to 3000ft where the base is 2500ft. The aircraft was tracking West to East South of Manchester CTR, not in contact with ATC. No separation issues. Aircraft identification was taken from Mode S data. Supplementary 02/09/14: I was the STF/TNT controller at 1340 and the Sportscruiser was observed to set off CAIT indicating 2700A where the base is 2500A in the CC control zone in the DAYNE vicinity. I stopped an inbound to DAYNE off and coordinated with CC APC who were aware of the aircraft. Supplementary 11/09/14: Take off from Trevett NI to local airfield Forwood Fm Nottinghamshire, we coasted in via Colwyn Bay and transited Hawarden ATZ at 2000 feet after exiting the zone we changed to en route frequency 129.825 and remained clear the Manchester CTA at 2000ft. As we approached Ashcroft airfield, I lost power to the GPS, I then proceeded to fix the problem eventually giving up. As I approached what I thought was the edge of the Manchester CTA, I started climb in order to remain clear of Danger D304 which was surface to 3500ft so proceeded to climb at the point. I was unaware of any infringement till receiving a letter from ATC, my passenger had his GPS working but we were unable to retrieve it when in flight, this did reveal we have encroached the edge of the CTA by 400ft for around 3 mins.					
OTHER (Folland GNAT T MK1)	ROLLS-ROYCE ORPHEUS	En-route	EGKK (LGW): London/Gatwick	23/08/2014	201411689
Infringement of the Gatwick CTA (Class D) by an aircraft squawking 1730 with Mode C indicating 2200ft. Gatwick departures were halted for more than 5mins. Whilst mentoring a trainee, I saw a 1730 squawk enter the western portion of the Gatwick CTA. The mode C indicated 2200 but then disappeared a minute later. The aircraft was involved in a display at Dunsfold and was not given a clearance into CAS. I telephoned Farnborough but they had transferred the aircraft to Dunsfold. They also told me it was a formation of three aircraft. Gatwick departures were stopped for over five minutes. I eventually got through to Dunsfold Tower and they told the aircraft to finish the display. I believe there may have been a loss of separation with an aircraft on a Bogna SID.					
OTHER (Skyranger 912)	BOMBARDIER ROTAX 912	Landing	Battleflat Farm	24/08/2014	201411862
UK Reportable Accident: Aircraft inverted during forced landing following an engine failure after take-off. Two POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.					
OTHER (CZAW Sportscruiser)	BOMBARDIER ROTAX 912	Cruise	EGKK (LGW): London/Gatwick	30/08/2014	201411914
Infringement of the Gatwick CTA (Class D) and LTMA (Class A) by a Sportscruiser at 2600ft. Standard separation maintained. A/c airborne on 7000 sqk from EGTD climbed to Mode C 2700 in KK (1500') CTA. It tracked NW leaving CAS then called EGLF LARS. LF i/d on 0436 squawk. Some outbounds in the vicinity but no loss of separation. Supplementary 05/09/2014: The aircraft appeared on radar indicating at 0600ft and tracked East for about 5 sweeps climbing well, then turned North and infringed the CTA indicating up to 2600ft (base CAS 1500ft). The a/c then infringed the LTMA before descending beneath CAS and indicated receiving a service from FLARS (squawk 0436), which is how it was identified. I have it climbing at a maximum of +862ft/min within the CTA. The 2 outbound aircraft were firmly within the LTMA by the time they came into lateral conflict, but obviously there are concerns with an aircraft with this sort of performance becoming airborne where it did and subsequently infringing.					

OTHER (MICROLIGHT)	BOMBARDIER ROTAX	Cruise	Saltcoats	19/08/2014	201412030
Infringement of the Prestwick CTA (Class D) by a microlight at 2700ft. Microlight from Mull to EGTN via TRN at altitude 2700ft QNH of 1014. Aircraft entered Class D airspace NE of Prestwick around 1507z. Aircraft was receiving Basic Service from FIR and was on squawk of 7401. Details of aircraft had been passed to Prestwick by FISO earlier. Prestwick controller called FIR at 1510z to say aircraft had infringed Class D. Aircraft was immediately transferred to 129.450 on squawk of 7000.					
OTHER (SPORTSCRUISER)	BOMBARDIER ROTAX 912	Landing roll	Audley End	30/08/2014	201412086
UK Reportable Accident: Nose wheel detached upon landing. Nose and propeller hit the ground and skidded for 6m before ploughing into the ground. One POB, no injuries. Subject to AAIB AARF investigation.					
OTHER (Eurofox 912(S))	BOMBARDIER ROTAX 912	Landing	Lane Farm, Rhosgoch	02/09/2014	201412480
UK Reportable Accident: Aircraft damaged when it collided with an electrical cable during the landing rollout. Two POB, no injuries reported. Subject to AAIB AARF investigation.					
OTHER (MICROLIGHT)	BOMBARDIER ROTAX 912	Level off-touchdown	Eshott Airfield	07/09/2014	201412624
UK Reportable Accident: Nose landing gear impacted runway leading to damaged nose leg forks and propeller damage. One POB, no injuries. Subject to AAIB AARF investigation.					
OTHER (STITTS PLAYBOY SA3A)	CONTINENTAL (TELEDYNE) USA A 65 SERIES	Taxiing to/from runway	EGHR (QUG): Chichester/Goodwood	08/09/2014	201412627
UK Reportable Accident: Pilot lost control during taxiing and aircraft collided with a fence. Propeller, wings and fuselage damaged. One POB, no injuries reported. Subject to AAIB AARF investigation.					
OTHER (MICROLIGHT)	BOMBARDIER ROTAX	Unknown	EGSS (STN): London/Stansted	12/09/2014	201412846
Infringement of the Stansted TMZ2 (Class G) by an unknown aircraft. I was working as the SS INT controller. At approximately 0917 I observed a primary only contact enter the TMZ 2 stub. I kept a close watch on it as I had traffic downwind for runway 04. I told the A321 downwind that there was unknown traffic and I may have to give delaying vectors to avoid it. As the A321 was nearing a base leg turn I updated the pilot on the unknown traffic and asked if he was happy to continue being vectored behind it as I judged the unknown traffic to be tracking well away and continuing to track away and felt it best to continue vectoring the A321 onto final approach. The primary contact then set 0013. I made a transmission to raise the traffic, I asked Luton to do the same. It was listening out on the Luton frequency.					
OTHER (MICROLIGHT)	BOMBARDIER ROTAX	Cruise	EGCC (MAN): Manchester/Intl	13/09/2014	201412914
Infringement of the Manchester CTA (Class D) by a microlight at 3400ft. Standard separation maintained. I became aware of an AIW alert just North of DESIG [Class D airspace, MAN CTA-3, 3000-3500'], traffic squawking 7000 and indicating 3400' north-westbound. I suspected it might have been a microlight, who had called previously and was under a Basic Service. The pilot had been instructed to remain outside CAS, and had read this back - at that point the a/c was below radar cover in the Pennines area. In response to the AIW alert, I issued the microlight with a squawk of 7351 - shortly afterwards this confirmed the infringing aircraft. I checked his level and the pilot confirmed he was at 3400' on our QNH of 1028. I informed him that he was actually inside CAS, but as there was no other traffic to affect him, cleared him to transit CAS not above altitude 3500', and placed him under a Radar Control Service. This was read back and complied with. Shortly afterwards the aircraft left CAS to the north-eastern corner of our zone. I issued another position report to the pilot and downgraded his service to a Basic Service. Shortly thereafter he requested a change to London Information, and left the frequency. There was no impact upon operations (apart from a slight increase in controller workload whilst resolving the situation) and no loss of separation.					
OTHER (Skyranger Swift 912S(1))	BOMBARDIER ROTAX 912	Landing roll - off runway	Brookfield Farm, Lincolnshire	14/09/2014	201412981
UK Reportable Accident: Aircraft caught by a crosswind while landing, veered to the right onto the soft verge causing wingtip and nose to impact field. Damage to wingtip and fuselage. Two POB, no injuries reported. Subject to AAIB AARF investigation.					

OTHER (Roko Aero NG 4HD)	BOMBARDIER ROTAX 912	Scheduled maintenance	Bagby,Thirsk	08/09/2014	201413155
Rudder corroded. Annual inspection: rudder very stiff, noticed heavy corrosion on lower bell crank assy. Removed rudder and water poured out. Manufacturer informed and on advice removed bell crank to clean/repair, seal bell crank and rudder tube. (Note) rudder found to hold 4ltrs of water in 'D' box. Manufacturer have forward a drawing to drill drain holes. All info sent to surveyor. I have no idea if/how manufacturer intends to clear this fault on a broader scale.					
PARTENAVIA P68	LYCOMING 360 FAMILY	Cruise	EGGP (LPL): Liverpool	18/08/2014	201411489
Spinner section detached. On returning from a survey flight, a section of the left spinner was found to be missing. It can only have become detached during flight. No unusual indications were observed during the survey. It also became apparent after landing that some damage had occurred to the cowl area around the air intake as a result of the departing fragment(s). (Time and Height given above are to enable the completion of the form only, since it is not known when or where the spinner fragments became detached). The spinner failure is one of a number of failures that have occurred over a period of at least 5 years. Manufacturer is aware of the issue. We have previously fed back information, photographs and video to Manufacturer and there was a lull in the failures. We have also had the propellers dynamically tested, with no issues detected. There have now been 2 recent failures, including this incident in which fragments of the spinner detached. As a result of the failure rate, as well as contacting manufacturer, we now ensure a post flight inspection of the spinner is carried out, as well as the pre-flight inspection, by pilots. The spinner is checked at every 50hr inspection by maintenance staff. We have also reviewed the procedures contained in manufacturer's publication to ensure that our practices conform to the requirements. Information was sent by our AWS to the Type Liaison Surveyor in Feb 2013, for possible further contact with those responsible for propellers at EASA, but we have heard nothing back. In Jan 2013 Manufacturer wrote, 'I have began conversations with Engineering to see what if any fix we can offer on this issue.' Manufacturer has not communicated any 'fix' to us. We can offer no further insight.					
PARTENAVIA P68	LYCOMING 360 FAMILY	Cruise	En route	07/09/2014	201412816
Carbon monoxide fumes in flight deck. Two hours into flight, camera operator noticed CO detectors had turned black. They were yellow on the ground before the flight. The crew had not monitored the detectors much during the flight. Opened the windows. PI hot air vent was open, so this was closed, even though no air was felt coming from it. Checked each other. Both felt OK. Over the sea at the time, approx 1 hr to run. Discussed options, such as turning back. Decided against this, as this would be no quicker and crew had no later nearby aerodromes. Continued to monitor the CO detectors in flight. There appeared to be little change (no worse/no better). Kept checking each other. Felt OK. Kept the windows open and kept conversation going. Continued the flight as normal. Went hospital (Accident Stat Forms sent to SDD separately by email) for checks. Small traces of CO found in both crew members' blood, but not enough to require further treatment. Feedback has been given to crews and managers as follows: The ingress was due to failure of the exhaust manifold (exhaust stack p/n 6.1009-9). The exhaust stack slots inside the exhaust muffler. You can see that the exhaust stack is cracked at the point of overlap with the muffler. When investigated, the stack moved, without much resistance, in and out of the muffler. You can also see that the exhaust clamp (p/n 6.1027-2) is broken. At the time of investigation, it was cracked. Removing the clamp caused it to fail completely. The hole(s) in the stack are to allow a pin (fixed to the clamp) to be inserted to prevent the stack/muffler from rotating. The servicing requirements are as follows: Minor Inspection (every 50hrs) calls for a check of attaching flanges at exhaust ports on cylinder for evidence of leakage. SB83 requires inspection of the exhaust mufflers every 200hrs. 100hr inspection of muffler and heat exchanger for cracks and security. The failure of the exhaust system at this point does not allow CO into the cabin ventilation directly. Any CO in the cabin will have entered through other means, i.e. any holes through the leading edge, door seals, etc. While examining the system NJ turned the aircraft with the failed exhaust system downwind, and the CO sniffer readings dropped from 40ppm to 9ppm, indicating that there is no direct route for exhaust fumes from the point of failure to the cabin. Due to recent CO issues, the pilot checklist has been amended to ensure that CO detectors are checked during flight. The changes will take effect through introduction of the Company's EASA AOC manuals in October. However, pilots are aware of the issue of CO ingress through Company Digests, discussion at Flight Safety Meetings, feedback from previous events. Checks of the detector in flight have already been encouraged.					
PIEL CP301	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Taxi	Hardwick, Norfolk	13/09/2014	201412972
Aircraft overturned. During taxiing prior to power checks, the PIC operated the wheel brakes which unloaded the tail sufficiently for a gust to lift the tail and nose-over the A/C which causing a prop strike which destroyed the wooden propeller and causing possible shock loading of the engine. No other damage noted.					
PIPER PA18	UNKNOWN	Cruise	Penzance	04/08/2014	201410766
Pilot unable to communicate clearly in English. The controller was unable to understand his RT due to his strong accent and poor standard of English. The controller rated his in-flight English as level 2. Controller had no other a/c on frequency and eventually transferred the a/c to Newquay Radar. Operator contacted.					
PIPER PA23	LYCOMING 540 FAMILY	Approach	EGNR : Hawarden	23/06/2014	201408276
Possible asymmetric approach following throttle problems and broken propeller cable. Aircraft was transferred from London fis to radar and the pilot reported that he was flying in 'abnormal flight conditions'. He reported that the propeller cable was broken and that he had issues with his right hand throttle that was causing him problems. A local standby was declared and the ac was positioned for a right base join to rwy 04. Signal box was advised of the situation and was asked to stop trains from transiting past the end of the rwy until the ac had landed safely. The ac landed safely at 1846 and was able to taxi under power to apron. RFFS were stood down and airfield ops was asked to inspect the runway and the taxiway. No debris or fluids were found on either the rwy or the taxiway.					

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGTE (EXT): Exeter	21/06/2014	201408162
Electronics failure. Aircraft experienced a loss of electronics. Local standby was initiated at 1206 and the aircraft landed 1213.					
PIPER PA28	UNKNOWN	Initial climb	EGPN (DND): Dundee (Riverside Park)	24/06/2014	201408347
Aircraft returned due to low rpm indications. Aircraft departed and immediately requested low level circuit to land due to an engine problem. A local standby was initiated using the crash alarm then upgraded to a full emergency. The aircraft landed safely with no further incident. The pilot reported after landing that there had been low rpm indications on departure.					
PIPER PA28	LYCOMING 320 FAMILY	Final approach	EGNT (NCL): Newcastle	26/07/2014	201410149
Aircraft reported engine problem on short final for R/W25. Aircraft landed safely. Aircraft reported an engine problem to Tower on short final for Runway 25. Local standby called by ADC. Aircraft landed safely and AFS followed the aircraft to stand.					
PIPER PA28	LYCOMING 360 FAMILY	Cruise	EGGW (LTN): London/Luton	01/08/2014	201410457
Infringement of the Luton CTR (Class D) by a PA28. Standard separation maintained. At 13.26z I noticed a A7000 squawk (9 miles NE of Luton) that had been tracking due South at 2000 feet suddenly turn 90deg and approach the zone boundary. At 13.28z it crossed into the zone. I put a check all on with the tower as the aircraft began to track towards the field. Essex held the next 3 inbound at LOREL. The aircraft got to about 6 miles NE of the field and then turned SE subsequently exiting the zone about a mile North of EGLG. The aircraft was tracked to EGLG and identified as a PA28. An instructor from EGLG called the GS desk and I spoke to him to explain the above. He asked me to include the fact that the pilot of the PA28 was a newly valid PPL. Supplementary 07/08/14: Due to the complexity of release in the BPK area, EMB190 was kept at 4A til just North of the BPK. A late climb meant that we had a conflict against an infringing aircraft that was late coordinated from EGGW. Due to the fact that our outbounds restricted a left turn, and a right turn could of potentially taken us into gate traffic at 5A, a judgement was made to get the EMB190 climbing ASAP. Unfortunately this meant we didn't get 5A above the infringer. MC i/b at FL80, other traffic at 6A, 5A, and at 4A, vectoring of the EMB190 to enable climb, all within the vicinity of BPK.					
PIPER PA28	UNKNOWN	Cruise	EGPB (LSI): Sumburgh	04/08/2014	201410602
PA28 failed to comply with ATC clearance, resulting in ATC initiating a missed approach to a SF340. Standard separation maintained. Radar checked in a PA28 VFR transit aircraft 15 SSW of the field heading north. Tower co-ordinated with radar to route him to south of the light house against SF340 LOC traffic about to establish on RWY09. PA28 was instructed by radar to remain South of the field and contact Tower. On contact with Tower PA28 was instructed to route south of the lighthouse and hold which he acknowledged. Radar then called to say he was heading towards the 09 approach. PA28 was again instructed to route to south of the lighthouse and hold, which he again acknowledged. Radar called again saying he was still heading towards the approach so has broken off the SF340 to bring round again for the LOC and the PA28 was co-ordinated to continue north through the approach. PA28 was informed of his failure to comply with his clearance.					
PIPER PA28	LYCOMING 360 FAMILY	Cruise	EGHI (SOU): Southampton	15/08/2014	201411190
Infringement of the Solent CTA (Class D) by a PA28 at 2200ft. Standard separation maintained. A 2650 squawk was observed tracking towards the Solent Control Area from the North, blind calls were made for a callsign on the Mode S. My coordinator telephoned a neighbouring military ATC unit, this traffic entered CAS bearing from SAM 010 D9.9D tracking SW, an aircraft on a visual approach R/W02 was advised I may break him off the approach. After some time holding on the coordinator advised that the 2650 squawk was working the military unit and they were making him turn West bound to leave CAS. No loss of separation or delays but an increase in workload. Supplementary 27/09/14: Trying to stay clear of Middle Wallop ATZ and Boscombe MATZ and strayed just into Southampton CTA. Warned by Boscombe that I was infringing and turned away immediately.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGCN : DONCASTER SHEFFIELD	18/08/2014	201411375
Infringement of the Doncaster/Sheffield CTA (Class D) by a PA28 at 5000ft. Standard separation maintained. No aircraft to separate. I tracked the aircraft and Leeds ascertained the identity as a PA28.					

PIPER PA28	LYCOMING 360 FAMILY	Landing roll	EGSC (CBG): Cambridge	19/08/2014	201411444
PA28 reported a flat tyre on landing, subsequent runway incursion by a pedestrian. SCT045TCU 28010KT 9999 QNH1013. PA28 lands R/W23, on roll out reports flat tyre and shutting down on the runway. Recovery arranged with Airport operations. Whilst awaiting recovery, a pedestrian whom I believe to be the owner of the PA28 operator, walked onto the airfield and onto the runway to the PA28, with no clearance or communication with ATC. Aircraft were still landing and taxiing at the time, using the grass runways/taxiways.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGSX : North Weald	20/08/2014	201411484
Infringement of the Stansted CTA (Class D) by a PA28 at 1800ft. Standard separation maintained. PA28 had called Essex at 1327. It was a PA28 SL to TR. The pilot also said they were a VFR PPL which led us to believe they may be newly valid. He was given a 7402 squawk and offered a basic service. I took over at 1330 and the previous controller mentioned that they may be newly valid so I kept an eye on him. At one point he looked like he was heading for SS and I asked him about this. He replied with something along the lines of picking up the 043 line to LAM, I can't remember the exact words. Once the PA28 was established towards LAM I suggested he free call SG as they had traffic. He squawked 7000 and went enroute. This was at 1339. At approx 1345 CAIT activated with his callsign SW on SS in the CTA at 1800 feet tracking NW. He entered CAS near SX. I stopped departures but I had a B737 already airborne on a CPT/BUZAD. I was happy for him to continue, I stopped all subsequent departures. He left my airspace to the West and I went free flow. I let Thames know about him as at one point he was heading in their direction.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGPF (GLA): Glasgow	20/08/2014	201411485
Infringement of the Glasgow CTR (Class D) by a PA28. Standard separation maintained. I was on duty as Radar 1 and had 1 aircraft on a visual approach, with an ambulance flight downwind right hand for R/W23. I had noticed some activity at Cumbernauld, and observed a 7000 showing 2700feet infringe the airspace to the NE. The contact flew towards Glasgow and was on final approach at 9 miles at 2700'. He was observed to turn and leave CAS to the East. We contacted Cumbernauld to get an identity, and shortly after observed the contact select an FIR squawk. We then contacted the FIR to request that they ask the pilot to phone in on landing. No aircraft were delayed inbound to Glasgow and no separation was lost. Supplementary 02/09/14: After take off from R/W26, did not turn to downwind to resume navigation from Denny toward Tillicoultry on 029 heading, the problem started since then and failed to identify Denny. Eventually Stirling identified and flight resumed from Tillicoultry.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGVP : Middle wallop	21/08/2014	201411559
Infringement of the Middle Wallop ATZ (Class G) by a PA28. Traffic info given. At 1141Z I noticed on the VRD a return squawking 2650 and indicating 1600ft QFE approximately 3nm SW of Middle Wallop tracking NE. I direct dialled Wallop Approach to see if they were aware of the aircrafts intentions. They were not however as the aircraft was wearing a Boscombe squawk the APP controller direct dialled Boscombe to gather information. The aircraft was observed on the VRD to continue NE before entering the Middle Wallop ATZ to the SW at 1142Z and 1600FT QFE. Traffic at Middle Wallop at the time of the infringement included 2 Grob Tutor aircraft, 1 in the visual circuit up to 1000FT QFE and 1 deadside, descending from 2000ft QFE to 1500ft QFE. Traffic info on the infringing aircraft was passed to the a/c who reported visual. The aircraft continued NE bound passing through the overhead until approximately 0.5NM NE of the airfield before turning to the East and departing. After the incident I received a call from Wallop Approach who had established the callsign and that the aircraft was working Boscombe Zone (126.700) at the time of the incident. The aircraft subsequently landed at Thruxton (EGHO) and contact with the pilot was made. The 1050Z weather report for Middle Wallop reported colour state blue, cloud few 3000FT, broken 5000FT and a prevailing visibility of 50KM. Supplementary 02/09/14: Leg Frome to Fordinbridge: Prior to the leg of the possible infringement of the Middle Wallop ATZ routing Frome to Fordinbridge I was receiving a Basic Service from Boscombe Radar. On two occasions I requested a change of frequency to Bournemouth LARS to ensure I would remain outside the Bournemouth CTR. On both occasions the controller refused permission to change and only agreed to the change some 3 miles from Fordinbridge. On reflection this made me feel that I was under some kind of "control". Leg Fordinbridge to Chilbolton Having turned at Fordinbridge I changed back to Boscombe Radar and received a Basic Service at altitude 2000ft including permission to penetrate the combined MATZ. Having positively identified my position mile South of West Dean I elected to turn left by 10deg for weather avoidance and to ensure separation from the Solent CTR. I was very aware of the narrow corridor between Solent CTR and the MW ATZ. I thought I was clear of the ATZ albeit quite close. Unfortunately the weather precluded me flying slightly higher and thus staying clear. Boscombe Radar advised that I was about to enter the MW ATZ. I immediately turned right by 30 deg. During the turn Boscombe advised of conflicting traffic to the East tracking West. I stopped my turn and identified the traffic and also saw my turning point at Chilbolton. Arresting my turn may have resulted in me straying further North than planned. Having been controlled by Boscombe Radar on the previous leg I mistakenly assumed that the controller would prevent me from infringing his airspace. If I did infringe the ATZ it was by 297ft and less than mile.					
PIPER PA28	LYCOMING 360 FAMILY	Landing roll - off runway	EGMD (LYX): Lydd	22/08/2014	201411626
Runway excursion. When calling Approach to report downwind to land on runway 21, I was asked if able to accept a short final as there was a business jet on final to land. Although this was the first time of visiting the airfield, I accepted the short final. The work load increased in the cockpit and the slowing & deploying of two stages of flap was rushed. Despite this, the approach was flown accurately and the aircraft was stable in both speed and descent rate (confirmed by the passenger who also holds a PPL and regularly flies the same aircraft). I think the wind at the time was 270 gusting to 17kts, which gave a crosswind component of 15 kts from the right. I believed I rounded out too high and saw the stall warning light illuminate (no audible warning on this model). In order to arrest the descent to the runway, I applied power. Due to the torque created by the 180hp engine, plus the right side crosswind component, the aircraft turned to port and despite a gentle landing, I was unable to correct with sufficient rudder to prevent the aircraft exiting the left side of the runway and travelling a short distance on the grass before I was able to turn back onto the paved runway. The aircraft behind on short final was sent around. The Airfield fire service were in attendance and followed me throughout the taxi phase until the aircraft was parked and secured. The runway was examined for debris. The aircraft was examined by on-site aero engineers before being declared undamaged and safe to fly. The return was uneventful as was the landing (same pilot). I believe I was distracted by adding power in the final stages of landing and allowed the plane to drift left of centre. This aircraft does not have differential brakes and pulling the one brake handle added more weight to the nose wheel making it even slower to react to steering inputs. Once on the grass I did not brake for fear of a prop strike. Supplementary 27/08/14: After landing aircraft veered off the runway onto the grass. The pilot re-entered the runway almost immediately and taxied with RFFS in attendance. No apparent damage sustained.					

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGD406	26/08/2014	201411647
Infringement of Danger Area D406 by a PA28 at 5000ft.					
PIPER PA28	LYCOMING 320 FAMILY	Initial climb	EGNJ (HUY): Humberside	20/08/2014	201412044
PAN declared due to rough running engine on departure. Aircraft returned and landed. RFFS attended. Rough Running Engine. I was on duty as the Aerodrome Controller when aircraft departed from runway 20 at 1020z. Shortly after getting airborne the pilot declared a Pan with a rough running engine. I acknowledged the Pan, gave the pilot the surface wind and told him that runway 02 was available for landing. A Full Emergency was initiated by operating the Crash Alarm. The pilot elected to land on Runway 26 and did so at 1023z. After landing the aircraft was able to taxi back for parking in company with the emergency vehicles. The incident was closed at 1029z.					
PIPER PA28	LYCOMING 360 FAMILY	Cruise	EGGD (BRS): Bristol/Lulsgate	30/08/2014	201412052
Infringement of the Bristol CTR (Class D) by a PA28. Traffic info given. Standard separation maintained. Whilst operating Radar 1 & 2 combined, I observed a contact displaying a London Information transponder code (1177) approaching the Severn Bridges from the North, (my thoughts were that this was a good candidate for a zone crossing request). Mode S flight data indicated that it was a PA28. PA28 then attempted to call me on 125.65Mhz, but unfortunately we were unable to make two way communication during many attempts which included the instruction from me to remain outside CAS. Shortly following this 125.65Mhz became unusable due to what appeared to be interference or jamming. During this the following actions were completed whilst problem solving the situation, utilising Radar 2 and ATSA support: Transmitter & receiver changes (Main/STBY) / De-coupling of frequencies / TELS request to check RX/TX system / Adjacent unit coordination / Traffic management (Transfers / traffic acceptance). The ADC controller was advised of the potential infringement risk and to monitor the contact which was now transponding 7000 (and also heard pilot advising of selecting this on RTF); a 'Check All' was coordinated. At 0924, the contact entered CAS and passed 1nm West of BRI, exiting CAS in the vicinity of Cheddar VRP at 0931 at 2.2A. A B737 (an EXMOR arrival descending to FL070) was tactically vectored clear of the unknown target maintaining the required separation. During this situation another a/c had called, was advised to remain outside CAS, but was identified inside CTA-8 airspace as an infringement (Occurrence 201412058). Two commercial departures were delayed on the ground at Bristol due to the PA28. Direction finding traces indicated that the PA28 was the most likely cause of the jamming experienced on 125.65Mhz. EGGD WX 0920 26013KT 9999 SCT013 15/11 Q1016					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGVN (BZZ): Brize norton	29/08/2014	201412132
Infringement of the Brize Norton CTR (Class D) by a PA28 at 2000ft. PA28 called on the BZN Zone frequency 119.0 at 1424z, he was told to remain outside CAS and standby, while I gave Redlands Para clearance to procedurally climb into CAS. PA28 was asked to pass his details. At this point the DF led me to believe that he may be just inside the CTR and I asked him to squawk 3701 to confirm. I also questioned him if he was aware if he was inside the CTR, he responded at the same time as squawking that he wasn't sure and if he was would turn away immediately. He was at 2000' just inside so I turned him on to North and asked him to climb to 2300', obtained a clearance from the RA controller and then gave him a BZN CTR VFR crossing clearance.					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGKK (LGW): London/Gatwick	05/09/2014	201412488
Infringement of the Gatwick CTA (Class D) by a PA28 squawking 3767 at 2300ft. Inbound aircraft broken off approach. Separation lost. Whilst working KK INT / FIN bandboxed CAIT alerted me to the presence of a 3767 squawk (Redhill conspicuity), in the KK CTA at 2.3A (above the KR LFA). I called KR to see if they were working the aircraft. KR controller advised he was unsure if it was on frequency. I therefore broke off the inbound A319. I do not believe separation was lost. The 3767 squawk was observed to descend into the KR LFA, and I continued vectoring aircraft to the 26L ILS. KR later advised the identity of the aircraft. LTCC subsequently confirmed that a loss of separation had been recorded. Supplementary 12/09/14: The pilot subsequently rang Redhill ATC and apologised, stating that he had not set the DI with compass before departure.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGTK (OXF): Oxford/Kidlington	05/09/2014	201412501
Infringement of the Oxford ATZ (Class G) by a PA28 at 1600ft. Whilst on duty as the Oxford Radar controller, at time 1015 I observed an aircraft squawking 7000, NW of EGTK tracking toward the ATZ. The aircraft was identified on Mode S and several blind transmissions were made on 127.750 (Oxford Radar) and 125.325 (Oxford Director) in an attempt to establish two way communication. I advised the tower controller of the aircraft and he also attempted to make contact with the aircraft on 133.425 (Oxford Tower). The aircraft entered the Oxford ATZ at 1017 at 1600ft (based on QNH of 1017) and was then observed to slowly climb to 2200ft before disappearing into the radar overhead. Traffic information was passed to a PA34 in the OX hold at 3500ft due to being seen to climb in the overhead. The aircraft continued to track south east, was again seen to descend and eventually was seen to squawk 3602 apparently having called Benson Zone. Cotswold RPS 1013. EGTK 050950Z 35006KT 320V030 8000 FEW008 16/14 Q1017=.					

PIPER PA28	LYCOMING 360 FAMILY	En-route	London CTR	07/09/2014	201412582
Infringement of the London CTR (Class A) by a PA28. Standard separation maintained. I had recently plugged in on LARS West, the frequency was busy. PA28 called on frequency at 1431, at the time I was providing a Traffic Service to another aircraft inbound to Windsor and my scan was concentrated to the SE quadrant of the radar screen. I had also been in the process of getting information from Farnborough Approach on inbound LF traffic that affected the other aircraft. The AIW had activated, I did not notice it immediately as it had been constantly activating for different alerts mostly non LF related. This is not unusual and has sanitised the alert to most LF controllers over the summer. SVFR called and highlighted the traffic now wearing my squawk inside the London CTZ. I scanned ahead of the aircraft and turned it West informing the pilot that he was inside CAS I providing the pilot with a RCS whilst inside the zone. The pilot exited CAS and continued his flight outside CAS.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	LON	18/09/2014	201412637
Infringement of the LTMA (Class A) by an unknown aircraft showing as a primary contact only resulted in loss of separation against multiple aircraft. ATC initiated a go-around to a B777. Aircraft identified as a PA28, who was lost. Traffic info given. I was working as FIN controller when I observed a primary CAIT contact to the north of final approach. I then received a phone call from SVFR informing me that they were also tracking the contact. I asked an aircraft on final approach if they could see anything, and they replied saying that they couldn't. B777 was on final approach approximately 3-4 miles from the contact and they were going to pass very close to one another. I decided that the sensible course of action was to discontinue the approach of the B777 and reposition the aircraft. I told the aircraft to stop descent and turn right heading 180. This was acknowledged by the aircrew but no action took place for a period of time. I then asked the B777 to confirm that they were turning south as the radar returns were getting very close to merging. I did notice that the B777 had stopped descending at 2500', and I had also passed traffic information. The B777 then commenced a turn to the south just ahead of the primary CAIT, I climbed the aircraft back up to 3000' and turned it to the SW to stay ahead of the contact. I then repositioned the aircraft downwind and commenced a normal approach. I was later informed the primary CAIT was an aircraft and had been operating at 1500'. Supplementary 19/09/14: I was working as the SVFR controller at the time of the incident. At approximately 1515 a primary return, showing as magenta was spotted southbound in the north west portion of the CTR. It was steadily moving south towards the 09L approach. The wind was 090deg and I felt the potential of the return to be an actual aircraft to be high. I called FIN to highlight them to the return, further monitoring showed a slight deviation but nothing major and the return continued towards the approach. Fin then broke off the B777. The return continued south and when 3nm North of Bagshot I received a call from LF LARS West which pointed out that this was an actual aircraft at 1400ft. I told them to expect a call from the GS and relayed this information to them. Supplementary 19/09/14: PA28 called me on LARS North at 1512. After giving me his details he then later reported that he was unsure of his position. I thought he was one of the primary contacts near Elstree. After a few minutes he reported seeing Ascot which at first I didn't believe as he wasn't showing on the Stansted radar. I then looked on the Heathrow 10cm and located the contact NNE of Bagshot mast by 4 miles. This was at 1520. He was never officially identified but I then instructed him to continue on the track to leave CAS. He was then transferred to Lars west on 125.250 at 1522. Supplementary 19/09/14: I was the Farnborough LARS West controller and heard The LARS North controller trying to find and identify an aircraft. After the position being given and traffic believed to be on radar was spotted at Ascot. As the pilot approached the Bagshot mast he was transferred to my frequency (125.250). I switched my Pease radar to the Heathrow 10cm radar to enable me see the aircraft on radar. The pilot said he had no idea where he was. I instructed the pilot to continue on his track and report landmarks ahead of him in sight (also using Farnborough airport as a navigational point for him). He got visual with landmarks and continued as instructed westbound with guidance towards Bournemouth. At this time I was also working a PA28 with the same departure and destination aerodrome. He was listening out on frequency and SW of Popham en route to Bournemouth. The pilot of PA28(2) said that the other aircraft (the lost aircraft) was supposed to be with him and that he could turn back if required to aid his navigation. I asked PA28(2) to return towards Hook VRP where I was navigating PA28(1) towards along the M3 motorway. I then handed over to another controller but remained around the position for assistance. The aircraft then later got visual with each other.					
PIPER PA28	LYCOMING 320 FAMILY	Taxi from runway	EGNJ (HUY): Humberside	08/09/2014	201412663
Runway incursion by a PA28. I was on duty as the Aerodrome Controller when PA28 after landing on R/W08, was instructed to taxi to Holding Point S (S is a holding point on R/W 26/08 East of R/W20/02). After receiving an acknowledgement of the instruction from the pilot of PA28. I cleared a FK70 to backtrack R/W20 via A in readiness for its departure (A is North of 26/08). At this point I asked PA28 "are you for the hangar?", which he confirmed. While passing the airways joining clearance to the FK70 I noticed that PA28 had taxied through S and was backtracking R/W20. I then told PA28 to hold position and informed him that I had expected him to hold at S. The FK70 pilot asked if he could continue his backtrack line-up with the PA28 holding on the rwy which he was allowed to do. PA28 was then cleared to follow the FK70 and vacate the rwy at Taxiway B (further traffic taxiing to A from the stand).					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	SAM	08/09/2014	201412691
Infringement of the Southampton CTR (Class D) by an unknown aircraft showing as a primary contact only, squawking 7000. Aircraft identified as a PA28. Standard separation maintained. At approx 1345 a primary contact was observed approaching the CTR 5 miles SE SAM. Blind transmissions were made but no reply was heard. The a/c had no mode C but was squawking #7000. The a/c continued southwest then tracked east to leave CAS. The coordinator spoke to Lee-On-Solent and managed to get the a/c to squawk #3677. Supplementary 20/09/14: I believe the primary cause of this incident was rushed pre-flight planning both on my part, as instructor, and my student. This resulted in a high workload locating the airfield in poor visibility (requiring orbits - at which point we drifted into the CTR). Furthermore, the reliance on map reading and deduced reckoning alone without utilising navigation aids at the time of infringement (again due to inadequate planning) contributed to the incident. I would like to apologise for this lapse on my part.					
PIPER PA28	LYCOMING 320 FAMILY	Landing roll - off runway	EGBP : KEMBLE	06/09/2014	201412814
Serious Incident: Runway excursion during touch-and-go. POB to be advised. No damage to aircraft. Subject to AAIB AARF investigation.					

PIPER PA28	LYCOMING 360 FAMILY	Taxiing to/from runway	EGTP : Perranporth	15/09/2014	201412985
UK Reportable Accident: Aircraft veered off taxiway impacting a hedge. POB to be confirmed. Damage to propeller, wingtip and wing attachment. Subject to AAIB AARF investigation.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	Stourport-on-Severn	14/09/2014	201413034
UK AIRPROX 2014/176 - PA28 and an A109 West of Stourport-on-Severn, in Class G airspace.					
PIPER PA28	LYCOMING 360 FAMILY	Cruise	EGBB (BHX): Birmingham	02/09/2014	201413212
Infringement of the Birmingham CTA (Class D) by an unknown aircraft at 3000ft. Traffic info given. Standard separation maintained. Unverified 7000 squawk was observed to enter Birmingham CTA at 3000ft tracking northbound. At approx 7 DME from Birmingham airport the aircraft made a left turn to leave CAS. A phone call to Wellesbourne Mountford suggested that the aircraft may be a PA28 operating out of Bideford. The aircraft was tracked & after operating around Stratford made an approach to Wellsbourne. A phone call was again made to Wellesbourne who confirmed the aircraft's identity.					
PIPER PA28	LYCOMING 360 FAMILY	Final approach	EGKA (ESH): Shoreham	19/09/2014	201413281
Birdstrike to wing of aircraft. On approximately 1.0 nm final to runway 20 a bird struck the starboard wing. The strike was 18 inches inboard from the wingtip and crushed the leading edge in over an 18 inch section, as well as distorting the skin on the rest of the affected wing skin panel (between ribs).					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGLC (LCY): London city	07/09/2014	201412541
UK AIRPROX 2014/171 - PA28 and a EMB190 overhead London City. I was on duty as the City Director controller, mentoring a new trainee on the sector. At approx 1736 I noticed a 7000 squawk NE bound in the vicinity of ALKIN, indicating 2500ft. CAIT was not indicating an entry into CAS by this unknown. EMB190 was to the East of this contact, at 3000ft, tracking westbound. I passed traffic info to the EMB190 on the unknown, stating that it was outside CAS. As the EMB190 came within 4nm of the 7000, it climbed to 2600ft and activated CAIT. I immediately issued the EMB190 with an avoiding action turn onto North and updated traffic info, and shouted over to Thames Co-ord to stop departures. Shortly after the avoiding action, EMB190 reported TCAS RA climb. The 7000 was then seen to descend to 2400ft, and put on a MC approach squawk. Southend were contacted by the GS, and the aircrafts details obtained, together with verification of the Mode C. MC QNH 1015 was passed for the validation of Mode C. Supplementary 08/09/2014 : While under radar headings, ATC advised of traffic. We could see the traffic on TCAS TA quickly followed by an RA. ATC gave avoiding action. I (PNF) looked out for the other aircraft while the FO (PF) turned the aircraft onto the heading, the aircraft got to 200ft below us and still climbing. The FO climbed our aircraft which kept a vertical separation of 200ft. The aircraft had not been seen. I feel if the FO had not climbed there was a high probability of a collision. The TCAS didn't give a climb.					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGD406	17/09/2014	201413127
Infringement of Danger Area EGD406 (Class G) by a PA28 at 300ft.					
PIPER PA28	UNKNOWN	Cruise	Dawlish	23/08/2014	201411771
Infringement of the Dawlish Airshow NOTAMED area (Class G) by a PA28 (believed). Display a/c held off until area clear. Whilst providing a VFR ATC service at the Dawlish airshow the controllers noticed a light aircraft (believed to be a PA28) flying SW to NE at approximately 2500-3000ft, infringing the NOTAM'd airspace established to protect displaying aircraft. The Jet Provost that was imminently due to display was instructed to hold off and appraised of the situation. Whilst one controller maintained visual contact on the infringing aircraft, the other rang Exeter ATC to see if they were in communication with it. They weren't and as a result the Display Director, in conjunction with Tac ATC held the Jet Provost off until satisfied that the conflicting aircraft was well clear. Once cleared back in the display continued with no further incident.					
PIPER PA28	LYCOMING 320 FAMILY	Final approach	EGPN (DND): Dundee (Riverside Park)	31/08/2014	201411929
UK AIRPROX 2014/159 - PA28 and a C152 at Dundee R/W27 final approach, in Class G airspace. Traffic info given.					

PIPER PA28	LYCOMING 320 FAMILY	Take-off run	EGPE (INV): Inverness	30/08/2014	201412084
Broken glass found on runway. The Bird Control Unit Officer reported broken glass observed on R/W23 whilst he was carrying out his duties. I relayed this to the airport fire chief who carried out an inspection and confirmed extensive glass debris on the runway. The runway was then withdrawn from service at 13:21 while the debris was swept up and a comprehensive runway inspection took place. The runway was re-opened at 1354. The glass was reported to be clear with some silvered reflective pieces of debris also having been found. The only aircraft movement since the last surface inspection at 12:41 had been the departure of a PA28 who at the time was still airborne on a local training sortie. The pilot was informed and upon arrival he carried out an inspection of his aircraft. The aircraft was reported as being intact. As of the time of submission of this report, the source of the debris has not been identified.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	Manchester	05/09/2014	201412116
Infringement of Manchester CTA (Class D) by a PA28. I was operating as the Approach South controller during busy (but not particularly complex) traffic conditions, 7 on a 1-10 scale for traffic loading, 4 for complexity. I was vectoring IFR traffic from all three stacks as well as having a Cat A transiting the CTR approx 2nm to the West of the airfield. At approximately 11:40 hours I saw an AIW alert for an aircraft in the Barton low flying area that appeared to be climbing through 2500ft (7000 squawk, unverified). At this time RT loading was high and there were two aircraft North of it, having left MIRS1 on an Easterly heading. The first was a A321, the second A320 both at or near FL60. Due to the fact that the Barton area was very busy the AIW alert was garbled with a number of other returns and so I could not be certain which aircraft was subject to the alert. I turned both the A321 and A320 onto a heading of approximately 060 whilst I tried to access which aircraft was the subject of the AIW alert. This immediately increased the distance between the IFR aircraft and the unknown traffic. At the same time my colleague in final director was calling Barton in order to ascertain the identity of the aircraft. Scottish also called me to check that I had seen the alert and informed me that Mode S data. I did not issue avoiding action because I deemed the risk to passenger safety during an emergency avoiding action turn greater than the risk caused by the unknown aircraft. Equally when I first clicked on the return of the AIW subject and then used the ERBM to ascertain distance it appeared to be 6nm (albeit this may have been one of the other returns garbling in the area) and either was certain that there was no chance of a collision. I believe at least 5nm separation existed at all times. Shortly afterwards the pilot of the PA28 called on frequency after Barton had told him that he may be infringing the Manchester CTA. I issued a squawk, identified the aircraft and verified his level on the Manchester QNH before vectoring the A321 and A320 back toward base leg. The pilot stated that he was descending through 2200 feet (which is still inside the CTA) which corresponded the radar display. The aircraft reached a peak Mode C read out of 2700ft or thereabouts. Supplementary 08/0914: I departed 27L behind a microlight that was on a touch and go. At a height of 600' I looked to turn right crosswind before departing the circuit to the NE, however was visual with the microlight ahead of me that had not yet started its turn onto crosswind. I decided not to cut up the inside of the microlight, and instead followed it around the circuit. As I was travelling faster than the microlight, and therefore getting closer to it, I decided to start my climb out of circuit altitude in order to ensure separation, as the microlight was remaining in the circuit. Whilst climbing, my attention was divided between my own flight and trying to maintain visual contact with the microlight, and I accidentally climbed to 2500' whilst still underneath Manchester's airspace. I was contacted by Barton Information (who had been called directly by Manchester) to check my altitude, and upon doing so reported 2500' and started descending. I then contacted Manchester (118.575), advised them of my flight details, admitted fault and apologised. Manchester advised me of my airspace infringement and gave me a Basic Service en route to Brighton, not above 2500'.					
PIPER PA28	LYCOMING 320 FAMILY	Taxi from runway	EGNT (NCL): Newcastle	10/09/2014	201412776
Take-off clearance confusion concerning an A320, resulting from a runway incursion by a PA28. PA28 landed R/W07 at time 1954z, A320 reporting ready at A2 was instructed to line up and wait, but to be ready immediate, fltnum 5KP final approach inside of 6 miles was told to continue. PA28 had missed TWY F and was just past TWY E and was instructed to vacate on TWY E, however PA28 stopped and appeared hesitant. Again PA28 was told to vacate, this time emphasising immediately on either TWY E or G, I selected Golf lead off lights. PA28 taxied and proceeded down TWY G, he reported vacating. As PA28 taxied down Taxiway G the A320 was cleared immediate take off, however PA28 had turned around 2/3 of the way down TWY G before the Hold. A320 was just commencing the roll and was instructed to Cancel Take Off Clearance and hold position, however A320 did not respond and continued. I went back to PA28 and emphasised the need to vacate the taxiway down onto the apron, PA28 vacated and the A320 got airborne. Supplementary 22/09/14: Runway incursion by GA aircraft affecting take off of A320 aircraft. I was not operating the flight and this report is based on conversation with NIAL Ops Director, Head of Airside Ops and SATCO. Take off on R/W07. GA aircraft landed and asked to vacate at E. Missed turn and rolled to F. A320 aircraft was cleared to line up. Controller under pressure as an aircraft at 6 nm on approach. GA aircraft cleared runway but was not over stop line and A320 aircraft given clearance to take off. There is some confusion that the ATC controller cancelled the clearance but using the incorrect terminology. I am unable to contact the Captain in order to ask him to submit the report as he is on rest time. I have however spoken with the SFO and they do not recall any cancellation of take-off clearance. They recall chat between the GA aircraft vacating and controller hurrying it to cross the hold point on Taxiway F.					
PIPER PA28	LYCOMING 320 FAMILY	Landing	EGBP : KEMBLE	09/09/2014	201412815
Runway incursion. PA28 landed on grass R/W26 when aerodrome was closed due to WIP. NOTAM issued. Licensed aerodrome closed incident occurs at 17:28 UTC - NO ATC. PA28 landed out of hours on R/W26 grass which was NOTAMED Closed due WIP. Last WX recorded in VCR watch Log prior to A/D closure - Wind Calm, 9999, Nil, SCT045, OAT+21, Dp+10, QNH, 1020 hpa Grass runway length 560m. Distance from 26 grass threshold to working party at time of incident approx. 260 m. On Wednesday 10th September at approximately 09:50 UTC, Assistant Airport Manager liaised with the working party to see how AGL install works are progressing. Manager informed Assistant Airport Manager that everything was going very well apart from the interesting incident the night before (Tuesday 9th September). He proceeded to explain that an aircraft had made an approach and landed on the grass r/w that he and his team were working on at the time. He explained that the aircraft seemed to shut down and noted that the propeller had stopped on the landing roll as the aircraft headed toward them. The aircraft then taxied off of the r/w and continued back to Woodside apron. His description of the taxi route suggested that the pilot was unsure of his route back to the Woodside hangars where the aircraft normally resides. ATC recordings from the incident were obtained which are stored on the company network. The recordings show that the aircraft in question approached the overhead from the South at a reported height of 2000 ft and that the pilot referenced the windsock to pick a r/w to land on. The aircraft then descends dead side before turning cross wind, down wind and final.					
PIPER PA28	LYCOMING 360 FAMILY	Climb to cruising level or altitude	EGKA (ESH): Shoreham	01/09/2014	201412473
Airmanship Concerns. I was working handboxed Approach and LARS west when I became aware of the LARS E and N controller working hard to assist an aircraft just airborne and apparently experiencing navigational problems and requesting vectors. I was then given information from the LARS E/N controller confirming this in anticipation of the aircraft being transferred to me. The aircraft was then transferred to my frequency and seemed unsure of their position, unclear about any planned routing and unable to navigate competently on route. I assisted as I felt appropriate and able, whilst dealing with other traffic, but was concerned with the apparent abilities displayed by the pilot and the pressures to assist which were placed on me. I believe my colleague had the same concerns.					

PIPER PA28	LYCOMING 360 FAMILY	En-route	Between EGKK and EGKR	19/08/2014	201411422
Infringement of the London TMA (Class A) by a PA28 squawking 3767 observed at 1600ft and climbing to 1900ft. Separation lost. I was operating on TC South-East handboxed. A320 departed LL on a DVR @6A and was given a vector of 125 after EPM. B737 departed KK on a DVR departure and was identified and given climb to 5A under A320. I then observed on radar after CAIT was activated that PA28 (3767) was inside CAS without authorisation @ 1600ft (Base of CAS 1500ft). A320 was climbed to FL140 and was passing behind the infringing a/c, which was tracking to the West, with less than 5nm but separation increasing. I then observed PA28 climb up to 1900ft. During this time I had given B737 a heading 115deg and further climb to avoid PA28. I had to exercise caution on how far right I turned the B737 as it would be vectored into the KK RMA and would also be a potential confliction with other traffic departing KK. B737 had less than the prescribed separation against the unknown traffic infringing CAS. The KK approach controller then advised the South coordinator that although they weren't in contact with PA28, they had spoken to Redhill who had told the a/c to descend to leave CAS.					
PIPER PA28	LYCOMING 360 FAMILY	Cruise	EGKK (LGW): London/Gatwick	30/08/2014	201412065
Infringement of Gatwick CTA (Class D) and TMA (Class A) by a PA28 indicating 2300ft. Loss of separation. Supplementary 02/09/14: I apologise profusely for this error of navigational judgement and I am taking appropriate mitigation steps to ensure this does not happen again.					
PIPER PA28	LYCOMING 360 FAMILY	Taxi	EGPK (PIK): GLASGOW PRESTWICK	20/09/2014	201413279
Tie down blocks found on taxiway. An Engineering vehicle reported that a light aircraft 'tie down' block was lying in the middle of Taxiway. It was likely that it came from aircraft who was airborne and on frequency to the south. The information was passed to the pilot who was unsure whether it belonged to him. Shortly after the block was removed from the taxiway, the Engineer found, on replacing the block on Apron P, another block on the middle of the Apron with frayed rope attached to it. This information was also passed to the pilot who gave the opinion that in hindsight it was probably him, as he may have forgotten check the tie downs as part of the pre-flight checks. After ascertaining his intentions, the aircraft returned to the airfield initially for a flypast of the Tower. It was noted that a length of rope flowed freely from the rear of the aircraft. A 'local standby air' was declared and the pilot made a further circuit to land. The aircraft landed safely and following an inspection of the aircraft by the Airport Fire Service, the Local standby was stood down.					
PIPER PA28R	LYCOMING 360 FAMILY	Cruise	EGHI (SOU): Southampton	20/08/2014	201411475
Infringement of the Solent CTA (Class D) by a PA28R (believed). Traffic info and avoiding action given. Standard separation maintained. R/W02, R/W26, QNH1018. At approximately 1035z I was operating as OJTI in Solent Radar with an ATCO returning to duty. An ATSA and Coordinator were also present. A 7000 squawk with associated Mode C was seen approaching the CTA 14nm South of SAM indicating Alt2.3A climbing south-west bound, the CTA base in this area being Alt2A. Mode S indicted the aircraft might be a PA28R. The ATCO returning to duty put out blind calls for the PA28R with no reply and shortly afterwards AIW alarmed. The aircraft now indicated Alt2.4A. There was a FL80 overflight southbound - approximately 7 North of the infringing aircraft and not knowing whether it might climb further we agreed to issue a precautionary avoiding action to the DA42 onto to heading 260 deg. The unknown aircraft continued SW to leave the CTA at Alt2.3-2.4A. A VFR inbound, PA32, was given traffic info as their routes and levels would conflict. PA32 passed the unknown with less than a mile describing it as a dark painted PA28. The unknown then turned back onto a reciprocal track and re-entered the same portion of the CTA, NE bound. DHC8, mid DWR 02 at Alt4A was warned of the infringer and told avoiding action may become necessary shortly. However on checking, the DHC8 said they could continue visually and turned in quickly on a visual approach. By 1042z the unknown had left the CTA and was monitored by the coordinator until it disappeared overhead HN. After sometime trying to get a number for HN, the coordinator was able to contact them to ask the pilot to phone HI ATC. The pilot subsequently phoned advising his details as a PA28R, who had previously received a service from Solent. After leaving Solent he advises that he had contacted HN and was told there would be delays due a para drop. He therefore held off to the western side of the IOW at Alt 2.4-2.5A believing that his chart indicated the base of the CTA in this area as being Alt3A. He was monitoring the HN frequency during this time awaiting an opportunity to join their circuit. The coordinator asked him to fill out an infringement questionnaire. Supplementary 01/09/14: After closing with Solent CTA at Gosport switched to IOW Sandown listened in to traffic which were told R/W05. Encountered two gliders 3000ft over Solent off Ryde. Positioned plane for downwind join for R/W05 although had not seen runway at this point in time Contacted IOW Sandown when radio free and was told immediately to come back in 10 minutes as parachute drop in progress and he would get back to me. Turned West as assumed gliders were from Bembridge avoiding towns of Newport and Cowes and then turned SW toward Needles to turn at the 1036 ft mast planning to head East for left base join for R/W05. While turning another aircraft travelling West to East called IOW Sandown and was told that runway was changing to 23 so continued turning at mast and followed him to field which by this time had completed parachute jump. Looking at the potential track and the turn by the mast I believe I infringed the airspace right in the SE corner where the CTA steps down from 3500ft to 2000ft, I would have been at 2200/2300 ft on QNH.					
PIPER PA28R	LYCOMING 360 FAMILY	Cruise	EGLF (FAB): Farnborough civil	24/09/2014	201413525
Infringement of Farnborough CAS-T by a PA28R at 1300ft.					
PIPER PA28R	LYCOMING 360 FAMILY	En-route	EGLC (LCY): London city	20/08/2014	201411467
Infringement of the London City CTA (Class D) by a PA28R squawking 5021 at 2300ft. STCA activated. Separation lost. I was working Thames Radar when a 5021 transponder code appeared at 2.3A NE of the 27 final approach within the EGLC CTA. The traffic was routing NW. EMB170 was established on the localiser, working EGLC tower and had been cleared to descend with the glide path. As the infringing aircraft appeared to be behind the landing EMB170 and moving away I decided to phone the tower on the priority line asked if they had the infringing aircraft in sight, which they did and we came to the conclusion even though the infringer was less than 5 nm from the E170 that EMB170 should be allowed to land as it was safer. Details of the infringing aircraft were passed by EGLF LARS EAST. Supplementary 24/08/14: I was working LARS N+E band boxed. Traffic loading was medium to heavy in terms of complexity and RT loading. PA28R had called me at time 0937 for a BS routing from EGKB to EGTR. I issued a 5021 squawk, and then proceeded to pick up other a/c calling on frequency. Approximately 3-5 mins after PA28R called me I noticed I was not picking up a squawk or even a primary return that could have been PA28R. I asked the pilot to recycle squawk 5021 with ident. Another aircraft called me at that moment, and as I took the details I observed the 5021 appear inside the EGLC CTA approx. 1.5nm West of EGML at 2300ft amsl. I immediately asked PA28R if he could accept a right turn and/or descent to leave CAS and saw that Thames Radar had inbound traffic to EGLC, I elected not to pass traffic info as PA28R was North of the conflict and continuing North, and felt it more imperative that I issue instructs to get PA28R outside CAS safely and quickly. As I was finishing the sentence the EGLC line rang, to which I answered and informed immediately that I had just picked up the 5021 and was turning right and descending now. PA28R left CAS, apologised for the mistake, and continued enroute without incident.					

PIPER PA28R	LYCOMING 360 FAMILY	Cruise	EGSS (STN): London/Stansted	14/09/2014	201412918
Possible infringement of the Stansted CTA (Class D) by a PA28R, indicating 2100ft. Standard separation maintained. Whilst performing my duties as the Stansted Final Director I observed PA28R, identified by Mode S, enter the southerly Stansted CTA with an indicated Mode C of 2100ft.					
PIPER PA31	UNKNOWN	Scheduled maintenance	unknown	18/06/2014	201408002
Left and right front spar attachment bulkhead assemblies have crack damage. During Annual Check, the fuselage lower forward section inspection carried out, both left and right spar attachment bulkhead assemblies part number 44758-000 and part number 44758-001 were noted to have crack damage. The damage was limited to the bulkhead only and did not continue into any additional structure. Manufacturer contacted and manufacturers approved repair supplier, enabling removal of the damage material and install re-enforcement to restore strength. Further inspection on a second PA31 revealed same area cracked. It is known a further twenty PA31-350 aircraft have had the manufacturers repair carried out.					
PIPER PA31	LYCOMING 540 FAMILY	Approach - holding	EGSC (CBG): Cambridge	25/07/2014	201411537
Hail damage sustained in holding pattern. Take off clearance to ORTAC at FLO90, approach ORTAC - requested and given FL100 because of cloud build ups later Ofia Waypoint THRED then SAM given after ORTAC no issues on the first part of the flight. London requested us to hold at SAM due diverting traffic and no space to fit us into the, airways. Descent requested to avoid smaller CS's but not given due traffic. Exceptionally large Cb's over London and Heathrow causing all traffic to divert or hold. Heading 025deg given from SAM, aircraft in slight 1MO, heading of North requested and given to avoid more radar paints. Further left given onto 330 deg to avoid. Heavy hail hit the aircraft for approx 30sec (no longer than 1mm approx.). Requested immediate descent. London cleared to FL070, once descending we cleared the hail and other small build up's. Remained on heading 330 for a further 5-10mins to avoid other small radar build up's. The rest of the flight was conducted fairly normally, although various headings were given by London and other controllers due to the high density of diverting and holding traffic.					
PIPER PA31	UNKNOWN	Normal descent	EGPA (KOI): Kirkwall	29/08/2014	201412507
UK AIRPROX 2014/175 - SF340 and a PA31 at 2500ft on approach to Kirkwall. On initial approach to destination, we were cleared for the arc to ILS R/W09 and to descend to 2600 feet passing 15 DME on the QNH 1000. We were asked to report turning left on the arc and at that point were cleared to descend in accordance with the procedure. Once established on the 11 DME arc the f/o noticed on TCAS traffic that appeared to be within approx 4 miles and 2000 feet below. We immediately asked ATC whether they were aware of any traffic inbound from the South, they asked us to standby. At this point we were passing approx 3500 feet with a vertical speed of 1000ft/min set. The TCAS traffic responded to ATC saying that they were 18 miles from the KWL maintaining 2000 feet. This didn't look correct as we were on the 11 mile arc and the traffic looked to be within 1 mile approx 1000 feet below our position. We therefore took action and reduced the vertical speed to 400ft/min as we considered there to be a risk of collision. The aircraft was then spotted by the captain flying right underneath our aircraft approximately 600-800 feet below. ATC were trying to get the other aircrafts position however were finding this difficult due to the poor position reporting of the pilot. He had reported to ATC that he was 3 miles from the KWL and 2 1/2 minutes later reported he was 3.5 miles from the KWL. We slowed the aircraft to 180kts for the remainder of the arc and configured early once established on the localiser to maintain maximum separation. We spoke to ATC once on the ground and they said that the PA31 aircraft was on a Basic Service inbound from WIC making a visual approach.					
PIPER PA31	LYCOMING 540 FAMILY	Climb into traffic pattern	EGAA (BFS): Belfast/Aldergrove	17/09/2014	201413129
MAYDAY declared and aircraft returned due to engine malfunction. Aircraft departed on a flight planned route at 1411 climbing to 5A. The aircraft was cleared to FL70 on contact with APR but when the aircraft was approximately 14nm east the pilot requested to maintain 5A for a short time in order to cool the engine. This was approved. When the aircraft was 18nm east of airport the pilot reported an engine malfunction and requested to return. He was instructed to turn left or right on to heading 245 for vectors. The pilot then declared a MAYDAY with an engine malfunction. This was acknowledged and the pilot was offered an ILS approach to RWY25 as the quickest route back. The pilot accepted this routeing and was given vectors to intercept the ILS. The pilot subsequently reported that the left engine had been shut down due to a possible fuel leak and there were 3 POB. PC and ADC were informed of the MAYDAY and ADC initiated a full emergency. An SRA which was in progress to RWY07 with FIN was broken off and FIN took responsibility for EGAC outbounds and inbound. Aircraft established on the ILS and made a successful landing on RWY25. The aircraft was transferred to ADC after vacating the runway at taxiway B. Supplementary 17/9/14: During climb left oil temp rose rapidly to just below red line. On passing 4000+ feet requested level at 5000 feet for cooling. Manifold pressure on left engine dropped to ambient pressure and power was greatly reduced on left engine. Engine shutdown and MAYDAY declared. Vectors were given to a straight in landing with no further incident. Upon inspection a large oil leak was evident.					
PIPER PA32	LYCOMING 540 FAMILY	Cruise	EGPB (LSI): Sumburgh	07/08/2014	201410756
Infringement of the Sumburgh CTA (Class D) and subsequent PAN declared due rough running engine. A/c diverted, RFFS alerted. A PA32 was transiting the ATZ under the control of Sumburgh Radar. At approximately 1108Z the aircraft declared a PAN with a rough running engine. A Full Emergency was initiated. The a/c remained on radar frequency, landing clearance was given by ADC and passed to the a/c. The a/c landed safely at 1114Z, and was then transferred to Tower frequency. Fire Chief stood down the incident at 1116Z. Wx 1112 25010kt 9999 wxnil Few011 Sct018 16/13 Q1009. Supplementary 18/08/14: Having just taken over the Sumburgh Radar position with a trainee, during moderate traffic levels, we received a freecall from a PA32. Due to workload with traffic in and around the control zone having just taken over the sector, PA32 was told to "Stand-by". Once workload permitted, PA32 was contacted and asked to pass their details. At this time the PA32 was not squawking and upon asking whether they had a transponder, a 7000 squawk appeared 2 miles within the Sumburgh Control Zone to the North. Once identified, the pilot was given a VFR clearance to transit the zone enroute to Wick. This infringement did not have any direct affect on any other traffic. At 1108Z the pilot of the PA32 reported having an engine problem, and upon investigation over the RT, a PAN was declared with a rough running engine, and the pilot requested immediate landing at Sumburgh. The aircraft was not visual with the airfield, and was offered a vector to keep them clear of the high ground and more likely to become visual in a good position for an immediate landing. The aircraft landed safely at Sumburgh having remained on the radar frequency at 1114Z. At the time of writing this report, it was not apparent whether the resultant engine problems were a contributing factor to the initial zone infringement.					

PIPER PA32	LYCOMING 540 FAMILY	Landing roll - off runway	Strathallen	21/08/2014	201411859
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UK Reportable Accident: Aircraft hit hedge during landing overrun. One POB, no injuries reported. Minor damage to aircraft. Subject to AAIB AARF investigation.

PIPER PA32R	LYCOMING 540 FAMILY	Cruise	D129	02/09/2014	201412326
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Infringement of Danger Area D129 (Class G) by a PA32 at FL42.

I was the Lower Airspace Radar Service controller when the Oxford Approach controller phoned through to notify me of an a/c, squawking 7000 who was about to fly through D129 (Weston-on-the-Green) in the direction of RAF Brize Norton. He stated that he was not controlling the ac however Mode S indicated that the callsign. I was working without SSR so couldn't observe the squawk or Mode C information however did observe a primary contact which matched the position and heading given by the Oxford controller. D129 had been notified earlier as active up to FL80 with the parapdrop a/c departing RAF Brize Norton and working Brize App whilst airborne. At this time, the a/c was believed to be on the ground. Shortly after the phone call from Oxford, the PA32 called on the LARS frequency (124.725) requesting a Traffic Service at 4500ft AMSL. SSR was now showing but hadn't been officially handed back as serviceable so I assigned a squawk of 3717 and using the turn method I identified the PA32 as the previously primary-only contact which had flown through D129, now showing FL042- on Mode C. On being informed on frequency that he had infringed on D129, the pilot of the PA32 replied that he had been working Cranfield and they hadn't told him it was active. After a short pause, he then asked if the parapdrop a/c was even airborne, before following up by stating that he had made multiple blind calls on the drop zone safety frequency with no reply.

PIPER PA34	UNKNOWN	Cruise	THD	02/08/2014	201410478
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ATC observed a PA34 indicating FL104 instead of cleared FL100. PA34 complied with subsequent ATC instruction to descend immediately to FL100. Standard separation maintained. Level Bust by PA34. PA34 was a southbound departure. The a/c was cleared to FL100 and had a period of vectoring before being told to resume own navigation for ORTAC. Just after this, the pilot requested heading 190 due weather which was approved. Another a/c called and as they were passing details, I noticed PA34 showing FL102. I monitored this and it went up to FL104 before I could get on the RT to challenge the pilot. The pilot said he was maintaining FL100, however as he was indicating FL104 I instructed him to descend immediately to FL100 which he did.

PIPER PA34	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Cruise	DTY	31/07/2014	201410501
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Infringement of the Daventry CTA (Class A) by a PA34 at maximum altitude 5000ft. Standard separation maintained.

My intention was to keep Banbury in sight as a fix whilst general handling, however, whilst involved in ltd. panel instrument tuition Banbury became obscured by cloud which led to a loss in position whilst manoeuvring until ATC alerted me to my position. More attention to position of all airspace and relative aircraft position and altitude particularly when undertaking manoeuvres in cloudy conditions where, as I experienced, it was very easy to become distracted and uncertain of position. All points discussed with the students onboard as well as the company safety officer after the event.

Supplementary 08/08/14:

I was the radar controller on duty and was mentoring a Student ATCO. We observed with the aid of the AIW tool an infringement of the DTY CTA (base 4500ft) by traffic squawking 4520. Mode S indicated the callsign. The subject aircraft carried out a series of manoeuvres maximum altitude 5000ft in the CTA to the west of DTY VOR. Oxford approach were contacted and the aircraft descended below CAS. The pilot/instructor called back later and the infringement was discussed. He claimed that he was operating general handling in the vicinity of Banbury but lost sight of Banbury and was unsure of his position. He had descended voluntarily to remain clear of CAS when he was contacted by Oxford. The only traffic was a Coventry inbound.

PIPER PA34	LYCOMING 360 FAMILY	Initial climb	EGJA (ACI): Alderney,Channel Is.	29/08/2014	201412041
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Baggage door opened and detached.

As aircraft rotated, the nose locker opened. The pilot flew a left hand circuit and landed without further incident. A post-incident runway inspection revealed no FOD. The pilot subsequently informed ATC that the locker indicator had been displaying 'LOCKED'.

Supplementary 29/8/14:

The aircraft was pre-flighted by the pilot and the nose baggage door checked, with the key removed and the handle indicating the locked position. There is an interlock mechanism to prevent the key being removed when the handle is in the open position. Shortly after rotating the nose baggage door flew open. There was insufficient runway remaining to stop and it was elected to carry out a circuit to land. This went uneventfully and a safe landing was made. The door flapped around in flight and broke itself up but no damage was caused to the rest of the airframe. The airflow over the aircraft was badly disturbed causing rapid pitch changes. Inspection after landing showed that the handle was in the locked position and the key had been removed. No reason was found for the door having come open. This aircraft type suffered from a number of these occurrences before the modified interlock mechanism was retro fitted.

PIPER PA34	UNKNOWN	Missed approach or go-around	EGTK (OXF): Oxford/Kidlington	04/09/2014	201412443
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Deer observed on R/W01, resulting in ATC initiating two go-arounds to both PA34(1) and PA34(2).

I was the ADC. PA34(1) and PA34(2) were operating in the visual circuit. Vehicle callsign 'CHECKER' reported sighting a deer to the West of R/W01 near the R/W threshold. Very shortly after, I sighted the deer proceeding East and approaching R/W01. At the time PA34(1) had been cleared to land. I sent PA34(1) around and then cleared CHECKER to enter the runway to disperse the deer. I sent PA34(2) around also. The deer was dispersed towards the NE corner of the aerodrome out of sight and well away from R/W01. CHECKER vacated the active runway and remained in position on the R/W29 THRESHOLD to monitor the situation further. PA34(1) was on final again to R/W 01. Suddenly, the deer was seen again, clearly-startled, bolting from East to West and rapidly approaching R/W01. I instructed PA34(1) to go around and again cleared CHECKER on to the runway. This time, to chase the deer westward and, hopefully, off the aerodrome. Whilst CHECKER was on R/W01, I instructed PA34(2) also to go around again. The deer was seen to leave the aerodrome across the boundary hedge to the NW. CHECKER vacated the runway and remained in situ until PA31(1) and PA34(2) landed without further incident.

PIPER PA38	LYCOMING 235 FAMILY	Cruise	MIRSI	04/08/2014	201410601
Infringement of the Manchester CTA (Class D) by an unknown aircraft squawking 7000 at 4000ft, resulting in ATC issuing a late revised descent clearance to an inbound ATR72. Aircraft identified as a PA38. CAIT activated. Standard separation maintained. CAS Infringer near MIRSI stack. At approximately 16:05Z an infringer appeared around 5nm West of MIRSI. CAIT activated. I was working an inbound ATR72 at the time on his own navigation to MIRSI and descending to FL80. I asked my planner to call Liverpool to ask if they were working the unknown a/c and at the same time I turned ATR72 20deg to the right (not avoiding action) to ensure that the blips did not merge. In the next transmission I stopped his descent at FL90 (the infringer had seemed to level off at 4A where the base of the CTA is 3.5A). Separation was not lost. Once the returns had passed on radar and the infringer had left CAS I then descended the ATR72 further and my planner coordinated a heading past MIRSI with approach. I also briefly explained to the pilot why I had stopped him off late (he had been passing about FL93 when I asked him to stop at FL90). Supplementary 18/08/14: I was flying with my student at the time of the event. I was flying at 3400 ft on Liverpool QNH and below Manchester CTA. I was squawking 4360 on Mode C. I was fully aware of the airspace because I have done this route many times before. I was in contact with Liverpool Radar. Then I changed my frequency to Warton Radar and I obtained Traffic Service from them. I completed the flight and returned back to intended destination. I was with Warton Radar and then Liverpool Radar they did not mention anything about the infringement of CAS. When I was informed about the infringement of control airspace I took a flight with my student to check the transponder. I went to Stoke and Trent in PA38 approximately 15:00z. I contacted Shrewsbury radar and requested for altimeter reading on their screen. I found out that it was over reading by 200ft on the radar screen. When I completed the flight I gave the aircraft to engineers to check the transponder. In the future I will double check the transponder reading with the radar controller.					
PIPER PA38	LYCOMING 235 FAMILY	Cruise	EGGW (LTN): London/Luton	07/08/2014	201410825
Infringement of the Luton CTR (Class D). Standard separation maintained. At 0930, an unknown aircraft, squawking 7000 Mode A only entered Luton control zone in the North Eastern corner, tracked towards the airport, then turned away to leave the zone to the East. At 0950, the same unknown aircraft entered Luton control zone again and tracked southbound underneath a 7 mile final, before turning eastbound to leave the zone again. I made blind calls in case the aircraft was maintaining a listening watch on the frequency but this was to no avail. The unknown then started squawking 5023. Farnborough LARS were called and the aircraft ascertained to be a PA38. The aircraft was unsure of his position and trying to find Panshangar.					
PIPER PA42	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Normal descent	BIG	31/07/2014	201410395
Altitude deviation. PA42 cleared to descend to FL110 called BIG descending to FL100. Whilst working on BIG radar I called Heathrow to release some aircraft and they advised me that PA42 (earlier release at FL110) had called them descending to FL100. I informed them I had only descended the aircraft to FL110 and this is depicted on the strip. The controller advised me they would be filing a level bust report. The R/T was listened to and I was told that I had instructed the aircraft to descend to FL110 and this was read back correctly.					
PIPER PA44	LYCOMING 360 FAMILY	En-route	EGTC : Cranfield	19/08/2014	201411436
PA44 allegedly failed to comply with ATC instructions and descended below cleared level, carried out a low approach and go-around without a clearance. Appropriate CAA action is being taken as a result of this incident.					
PIPER PA46	LYCOMING 540 FAMILY	Taxi to runway	EGBJ (GLO): Gloucestershire	25/06/2014	201408386
PAN declared and aircraft returned to stand due to fuel fumes and engine cut out during taxi. Aircraft had been given clearance to line up on runway 09. The pilot declared a PAN which was not initially heard by ATC due to blocked transmissions. The pilot asked Tower whether we had heard his PAN call at which stage a Full Emergency was declared at 10:12Z. RFFS were in attendance at 10:13Z. The pilot shut down & inspected the aircraft, then called for taxi back to the hangar with the RFFS in attendance. RWY09 was then inspected prior to the next movement. The pilot subsequently telephoned to advise that he thought the problem was due to a rich cut, in having too much fuel. As he had advanced the throttle he had smelt fuel and the engine cut out. At this stage he declared the PAN.					
RANS S6	BOMBARDIER ROTAX 582	Take-off	Mount Ayrie	22/08/2014	201411863
UK Reportable Accident: Aircraft crashed after take-off. One POB, pilot seriously injured. Extent of damage unknown. Subject to AAIB AARF investigation.					
ROCKWELL 114	LYCOMING 540 FAMILY	En-route	SAM	31/08/2014	201412097
Infringement of the Solent CTA (Class D) by a Rockwell 114 squawking 7000 indicating 2400ft. Traffic info and avoiding action given. At 1625z I observed a contact at Cowes squawking 7000 tracking West indicating 2.4A. This aircraft is believed to be a Rockwell 114 from Mode S. I put out multiple blind calls and received no response. The aircraft entered CAS and then tracked SW at 2.2A until leaving at 1629. Inbound aircraft from the South was issued avoiding action of heading 290, then continued the left turn until the infringer left CAS.					

ROCKWELL 114	LYCOMING 540 FAMILY	Standing	EGCK : Caernarfon	03/09/2014	201412845
Pushrod/sleeve and cylinder damaged. We departed climbing to approx. 4000ft all was well no issues, landed and pilots swapped over and flew on. On parking oil was observed dripping from the starboard side of the front gear doors. Both pilots requested the engineer to examine and he said definitely something was wrong. On removing the top cowl and inspecting the top of the engine cylinder 5 exhaust valve push rod cover was bent, oil was leaking from here on its return to the sump. The engineer removed the rocker cover and extracted the valve push rod and it too was bent with witness marks showing it had been rubbing on the cover. The cover was extracted and this was found to be badly cracked and the source of the oil. The oil at start of flight was 8 quarts and after 1 hour was now at 4 quarts on the dip stick. The cylinder head needs to be removed and the piston inspected for damage (engineers report and photographs attached). The valves will need to be re-seated and ground this means sending the head/cylinder to an appropriate machine shop and some new parts found to replace the damaged ones which is not a problem. The hydraulic cam lifter will need to be inspected as it could have been damaged also. The exhaust valve rotator cup was also found in the rocker cover, it most definitely should not be in there!! So it seems likely that the exhaust valve has seized at some point and released in that process the push rod got bent and the rocker cup might have fallen out at that point. It is possible that it was not fitted correctly when it was last serviced or fallen out during the refit process, this would cause the hydraulic valve lifter to over extend and cause such a problem. It has been an interesting day or two. the cylinder was removed, the piston was very closely looked at. First bit of good news - no impact marks at all from the valve. The hydraulic tappets were removed and the exhaust tappet body and plunger were closely examined. Second bit of good news - all appears well. There is no ridging of the tappet body, and the upper edge of the tappet plunger has no chipping (a situation known to cause problems). The plunger spring is also in fine fettle. The combustion chamber in the cylinder was inspected. Third piece of good news - no signs of any loose item having been through i.e. Nuts etc, and no other signs of problems. We cleaned down and inspected the pedestal which supports the rocker shaft. Fourth bit of good news - no signs of distress or cracking. Then we removed the exhaust valve assembly. The valve retainer, collets and springs were fine, and neither spring was broken. I was expecting the valve to be sticking a bit. On the contrary, the valve is a loose fit in the guide. Bad news - it is actually a very sloppy fit in the guide, well out of limits. (is this a high-time engine?) Hopefully there is a video clip attached showing the extent of sideways play between valve and guide. We have found no further evidence of damage. So, why did the pushrod bend? Pushrods bend when there is resistance to movement of the valve train, or if the engine has been oversped, and the valve gear suffers valve bounce. This is on the proviso that the pushrods were straight when initially installed. If they were bent when installed, then the bend gradually gets worse. 1) There are patches in the exhaust guide that may be remnants of carbon build-ups. This is a known problem on aircraft engines as the carbon build up can stop the valve operating properly. In your case, if the valve had stuck open, this could explain why the exhaust valve rotator cap was found away from the exhaust valve. 2) the rocking valve may have jammed in its loose guide, creating resistance back down the line to the pushrod. This is possible because the force acting on the valve stem from the valve rocker does not remain central. As the rocker depress the valve, the rocker face wipes across the stem, pulling at it in a sideways manner. Engine manufacturer have more recently addressed this ancient design issue by making their new engines with roller rockers. Basically, the end of the rocker that contacts the valve stem is replaced with a ball bearing that rolls across the top of the valve stem, eradicating the sideways loading of the valve. The cylinder will be on its way Monday to have the exhaust, valve seat and guide replaced.					
ROCKWELL 695	UNKNOWN	Cruise	Oxford	29/08/2014	201412227
UK AIRPROX 2014/166 - Rockwell 695 and a military aircraft in Class G airspace.					
SKYSTAR KITFOX	OTHER (ROTEC R2800)	Cruise	BLACA	21/09/2014	201413035
UK AIRPROX 2014/178 - Kitfox and a C172 4nm NNW of BLACA, in Class G airspace.					
SLINGSBY T67	UNKNOWN	Cruise	DTY	07/09/2014	201412540
Infringement of the Daventry CTA (Class A) by a Slingsby T67 at 5000ft. Standard separation maintained. At 1012z the AIW was activated by a 4520 squawk at 5000ft to the West of DTY VOR, tracking NE. I telephoned TC to advise them of the infringer & to stop the next inbound at FL100 to maintain 5000ft separation. TC were aware of the infringer as the traffic had routed through the Hinton parachuting area which was active. Mode S identified the aircraft. A telephone call was made to Oxford to advise them that the aircraft was inside CAS. Oxford stated they would tell the aircraft to descend below CAS, which it did shortly afterwards.					
SLINGSBY T67	LYCOMING 540 FAMILY	Cruise	EGHI (SOU): Southampton	11/08/2014	201410958
Infringement of the LTMA (Class A) at 5700ft by a T67M. Traffic info and avoiding action given. Standard separation maintained. At approximately 14:07 I observed a contact in the vicinity of Goodwood/Hayling Island at 5.4A, where the base was 5.5A, squawking 7004. DHC8 was seen on radar but not yet on my frequency, inbound to Southampton via GWC. I then saw the Mode C of the 7004 indicate 6.4A, but do not think it was inside CAS. I asked the coordinator to call LTC to ask if they knew about it, but during this call the DHC8 checked in on my frequency. I immediately issued a right turn and then when I saw the 7004 enter CAS at 5.7A issued avoiding action. I am unsure how long the 7004 was inside CAS as I was unable to monitor the Mode C due to other aircraft weather avoiding. The coordinator watched the aircraft descend towards Goodwood and called them to ask the details. Supplementary 20/08/14: Aeros with breaks in cloud, cloud base 2,500 with tops generally 4,000 but higher in places. Opted for above cloud for noise, started S of Thorney and at 5,000 but ended slightly further North than intended at 6,000', still thought I was clear of CAS, though nearer than I would normally have operated due to cloud in the area, obviously not quite!					
SOCATA TB10	LYCOMING 360 FAMILY	Cruise	EGCN : DONCASTER SHEFFIELD	23/08/2014	201411648
Infringement of the Doncaster Sheffield CTR (Class D) by a Socata TB10 at 2500ft. Standard separation maintained. A 7000 squawk was observed infringing CAS South of Sandtoft airfield. Shortly after, TB10 called on frequency reporting departing from the Sandtoft circuit. The aircraft was given a squawk and identified as the previously observed 7000. The pilot was asked if he was aware he was already in CAS. The pilot replied that he was and I reminded him that in future he must obtain a clearance before entering CAS. No other traffic had been affected and the pilot was given a crossing clearance.					

SOCATA TB20	LYCOMING 540 FAMILY	Cruise	CTA-8	30/08/2014	201412058
Infringement of the Bristol CTA-8 (Class D) airspace by a TB20. Standard separation maintained. At the time of this infringement, I was operating Radar 1 & 2 combined with support from ATCO RAD 2 position and ATSA, whilst dealing with another nfringement (Occ 201412052) and frequency jamming on 125.65Mhz. TB20 contacted me on, I believe to be 136.075Mhz whilst I was problem solving the above mentioned frequency jamming. The pilot was advised twice to remain outside CAS but was shortly identified approximately 2nms inside CTA-8 at FL050. (At the time of initial contact, I observed a 7000 transponder code entering CTA-8 at FL049). Once identified I cleared the aircraft to continue its planned track southbound through CAS VFR at FL050. There was no loss of separation or other traffic with-in CTA-8. EGGD WX 0920 26013KT 9999 SCT013 15/11 Q1016. Supplementary 30/08/1 I was on a IFR flight and as I approached WOTAN I called Glos Approach for frequency change and called Bristol Radar on 125 65 as usual. It quickly became clear that there was a problem with that frequency and so I called Glos Approach again who called Bristol and then came back with alternative 136.075. I immediately established contact on this frequency and was given a squawk and told to ROCS. By this time I was very close and had expected a rapid clearance as usual. However it turned out that there was an infringer (unknown) and so controller workload was high. I began an orbit as a precaution, thinking I would be outside CAS routing over Colerne and asked the controller if he was happy for me to route that way at present altitude. Unfortunately I had forgotten about the wedge of CAS base 4500 to the North of the zone and so was already infringing. The controller quickly cleared me to track South at A050 which I did.					
SOCATA TBM700	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Cruise	En route	19/06/2014	201408019
Loss of communications. Whilst operating as the S18/19P I requested aircraft to be QSY'd early from BREST ID sector so we could inform the pilot of the latest weather. After a few minutes the aircraft had not checked in on 135.050 so I telephoned BREST ID who began trying to locate the aircraft. I informed the LAS who begun r/t non contact procedures. A few minutes later aircraft was found on the airfield frequency. The pilot was instructed to call into the WS after landing by tower.					
SOCATA TBM700	UNKNOWN	Taxi to runway	EGNS (IOM): Isle Of Man/Ronaldsway	28/08/2014	201412090
Runway Incursion by a TBM700. Runway incursion by a TBM700 that was cleared to taxi and hold at A1 via Taxiway F and A, crossing R/W21, however had crossed the stopbar at Taxiway F and was at the intersection with Taxiway F and C and continued towards active R/W26. ATC instructed the TBM700 to stop immediately, the a/c did not appear to be on R/W26 however was on the clear and graded area. A/c on final approach instructed to go-around. Reporter concerned that explicit instructions were required to get the a/c on to R/W26. The pilot commented that the charts had not come up yet, indicating the electronic maps may have been in use. It is noted that the a/c had volunteered to taxi before the checks were complete at the request of ATC to accommodate parking an arriving a/c.					
STAMPE SV4	UNKNOWN	En-route	EGBJ (GLO): Gloucestershire	14/06/2014	201407751
PAN declared due to engine problems. At approximately 0820Z aircraft declared a PAN due "engine problems". Full Emergency action initiated. The pilot elected to land RW04 Grass which she did so safely at 0826.					
SUPERMARINE SPITFIRE	ROLLS-ROYCE V1650 (MERLIN)	Cruise	En route	13/06/2014	201408011
PAN declared due to rough running engine. Aircraft diverted and made a precautionary landing. Aircraft had been operating on a series of formation flights. Aircraft declared a PAN due to rough running engine. Full emergency declared by ATC. Aircraft routed overhead at approx 2000ft and flew a left hand circuit to land safely on rwy21. After landing aircraft taxied under own power.					
SUPERMARINE SPITFIRE	ROLLS-ROYCE	Approach	EGKB (BQH): Biggin hill	21/09/2014	201413444
Infringement of the Biggin Hill ATZ (Class G) and subsequent runway incursion by a Spitfire squawking 7000. Aircraft make repeated attempts to establish 2 way communications on 129.400 however, the aircraft was suffering a receiver failure. As the pilot had not been given joining instructions it was expected that the aircraft would divert as the Airport Regulations as shown in the AIP state: "not available to aircraft unable to communicate with ATC" and the MATS Part 2 also indicates the same. The pilot then announced joining from the deadside although no mention of the runway in which he was joining for or the circuit direction was mentioned. 2 way communications was then briefly established after the aircraft had already entered the ATZ, the runway in use and QFE was passed to the pilot, at this time the pilot made mention that he had been unable to contact anyone else prior to me. The pilot was then given a "land after" as he had turned tight behind another aircraft but this was not read back as the receiver had failed again and the pilot had not heard this but landed anyway with an aircraft still on the runway. The aircraft then landed and taxied towards A4. Measures were underway to locate a ground vehicle to escort the aircraft across runway 11/29 as it was expected the pilot would not cross a runway without a clearance. The aircraft then crossed runway 11/29 without a clearance before the ground vehicle arrived. There was ample opportunity that the pilot could have shut down off of the taxiway without crossing a runway and then a vehicle could have been provided in order to escort the aircraft to its parking position or towed. At no stage was transponder code changed from 7000 to 7600 to indicate a radio failure.					

SWEARINGEN SA227	UNKNOWN	Normal descent	EGAA (BFS): Belfast/Aldergrove	25/08/2014	201411700
Aircraft was repositioned after failing to establish on the VOR and briefly left CAS. Deconfliction service was provided. Aircraft was being vectored downwind right for the 07 VOR/DME approach level at 2500' QNH. The aircraft was turned to heading 035 inbound for the approach but was seen to be routing through so was issued a heading 105 to close from the left. Position information was passed to the aircraft when it was again seen to be routing through the inbound track. Aircraft was broken off the approach on heading 175 to be repositioned for a second time. The aircraft was turned right onto baseleg 315 degrees but the large radius of turn took the aircraft outside CAS briefly remaining within the ATCSMAC at all times. The service was changed to Deconfliction Service. Aircraft was climbed to 3000' QNH whilst on baseleg due to variance in the level observed during the turn for the first approach. This however was never outside Mode C tolerance. Descent was again given when the aircraft was inbound approaching the VOR radial The aircraft established inbound for the second approach well to the left of the VOR track (offset from FAT by approximately 9 degrees) and was given further position information. The approach, threshold and runway lights brilliancies were increased. Once the descent was commenced aircraft broke through the cloud layer and was advised in sight. The pilot reported visual with the airfield and landed at 2342 without further incident. Weather: 2320Z 070/16 9999 WXNIL BKN021 +13/+11 Q1004; Moderate turbulence forecast; Strong Wind warning in force.					
TECNAM (P2006T)	BOMBARDIER ROTAX 912	Scheduled maintenance	EGBJ (GLO): Gloucestershire	17/09/2014	201413198
Exhaust head failure. During the morning "A" check, evidence of heat/smoke was discovered on the side and edge of the stud engine nacelle. Upon removal of the stud engine cowlings, the rear left exhaust pipe/header was found to have completely failed near the cylinder head. Due to the lack of heat / smoke damage within the nacelle, it would seem as if the failure occurred in the final stages of the previous flight. The pilot, who also discovered the problem, reported no abnormal engine conditions or heavy landings. The MOR is being filed due to the possibility of a fire had the failure occurred at a high power phase of flight such as the take-off or climb. Upon inspection of the engine bay the Rear left exhaust header was found to have failed in close proximity to the cylinder head. The part is manufactured by welding the pipes to a common stub pipe which fits in to the cylinder head. The failure has occurred in proximity to this welded joint. There are reinforcing plates bridging these joints, they have also failed. Due to the nature of the exhaust system (Sprung) the forces acting on the pipes have pulled the two broken sections apart slightly allowing exhaust gas to leak. Due to the known issues regarding the P2006T exhaust systems, they were carefully inspected at the previous 50 hour inspection and found to be satisfactory. The Engine bay remains damage free and there is a minimal amount of smoke evidence suggesting that the failure occurred in the final stages of the previous flight and there has been no prolonged use of moderate or high power post failure. The Technical Dept. at Tecna have been informed and the part has been photographed and returned to them for analysis.					
TECNAM P2002	BOMBARDIER ROTAX	Circuit pattern - downwind	EGLK (BBS): Blackbushe	07/09/2014	201412175
UK AIRPROX 2014/163 - Tecnam P2002 and a PA28 at 800ft downwind circuit at Blackbushe.					
TECNAM P92	JABIRU 2200	Take-off	Lleweni Parc	24/08/2014	201411861
UK Reportable Accident: Aircraft impacted runway after engine failure on take-off. One POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.					
UNKNOWN	UNKNOWN	Cruise	EGTK (OXF): Oxford/Kidlington	05/09/2014	201412510
Infringement of the Oxford ATZ (Class G) by two microlights at 2000ft. At 1524 I observed two non squawking contacts, apparently in formation, NW of Enstone aerodrome aircraft tracking SE toward the Oxford ATZ. As the contacts passed 5nm from EGTK, I attempted to establish two way communication with the aircraft on the Oxford primary frequency of 127.750 (Oxford Radar) and our "as directed" frequency of 125.325 (Oxford Director) due to numerous recent episodes of pilots calling on the incorrect frequency. I advised the tower controller of a possible ATZ infringement and continued attempts to establish two way communication. The contacts crossed the ATZ Boundary at 1529 and the tower controller subsequently reported visual with two flexwing microlights tracking SE at approximately 2000ft. As The contacts appeared to be tracking toward the Brize CTR, I warned the Brize zone controller of the observed track of the aircraft and that they were not in contact with us. At the time, a DA42 had recently completed an IFR approach using the NDB(I)/DME 099 procedure, through which the contacts had flown and Brize were vectoring a large transport aircraft in the eastern part of their CTR. The contacts were seen to track SE along the Eastern edge of the Brize CTR before fading from radar in the vicinity of Compton VOR. EGTK 051520 32005kt 290v350 9999 ovc042 20/14 q1015=.					
VANS RV10	LYCOMING 540 FAMILY	Cruise	EGTK (OXF): Oxford/Kidlington	14/08/2014	201411178
UK AIRPROX 2014/151 - RV10 allegedly infringed D129 and the Oxford ATZ (Class G) and came into conflict with a PA34.					
VANS RV8	LYCOMING 360 FAMILY	Cruise	EGHI (SOU): Southampton	31/08/2014	201412095
Infringement of Solent CTA (Class D) by a RV8 at 4300ft. At 1643 I observed a contact inside CAS at 4300ft over Winchester. The mode S indicated it was RV8. The aircraft had been tracking towards CAS but as it was primary only I had believed it to be low level and below CAS. I put out multiple blind calls, the Finals ATCO put out multiple calls and we phoned Farnborough and Bournemouth but we were not able to establish two way communication with the aircraft. The aircraft remained inside CAS descending to 3800ft and leaving at the NW corner of the CTA. Appropriate CAA action is being taken as a result of this incident.					

VANS RV9	OTHER (SUPERIOR XP-IO-360)	Cruise	EGHI (SOU): Southampton	09/09/2014	201412643
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Infringement of the Solent CTA (Class D) by an RV9 at 2800ft. Standard separation maintained.

The AIW alerted 8nm E of EGHI as a London FIS squawk was showing 3A. I phoned them immediately and they advised of an a/c that it could be which was at 2.8A. I asked if I could work it as not only was it just below CAS, it was going to infringe on its track into the 2.5A portion of the CTA. The a/c did infringe and then called as it left CAS at which time I identified it and provided it with a BS.

ZENAIR CH601	BOMBARDIER ROTAX	Cruise	EGD406	11/09/2014	201412849
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Infringement of Danger Area EGD406 (Class G) by a Zenair.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 September 2014 and 30 September 2014

ROTARY WING AIRCRAFT

AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	Cruise	Derry Lodge	20/06/2014	201408101
Lost load during fire fighting due to broken part on release cable. During a fire fighting operation on the way to pick up water, the cargo hook released and the empty Bambi Bucket dropped to the ground. Airspeed: 70kts; Wind: SW10-15kts; light turbulence. The flight path was selected not to overfly third party property or any persons. Operation was terminated. Operations department was informed and the aircraft was flown back to base. After arrival, engineering was informed and the aircraft was checked. Engineering found a broken part on the release cable. Supplementary 03/09/14: The cargo hook was fitted to the aircraft for Forestry Operations. This has to be used because of its fore and aft orientation and load cell modification. It is compatible with normal load operations but the manual release cable is a known weak point and a driver behind upgrading to another type of cargo hooks which are now standard fit on fleet aircraft. The manual release cable failed at the ferrule where the outer sheath enters the cargo hook just above the lock nut. It is not known if the cable was subjected to excessive external force or had formed an incipient crack prior to the failure either in use or in ground storage. Although sensitive to good cable routing nothing was noted on inspection that would suggest poor routing leading to tension on the assembly. A new ferrule was fitted and the release cable tested satisfactorily.					
AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Cruise	EGPF (GLA): Glasgow	23/08/2014	201411646
Infringement of the Glasgow CTR (Class D) by an AS355. Loss of separation with an inbound Airbus. Whilst working as the INT controller I was vectoring an inbound to Glasgow from the West. I had previously noticed an SFIS 7401 squawk NW of Glasgow heading SE indicating around 3000 feet. I gave the inbound descent only to 6000 feet. I subsequently became distracted by two things, the EGPH direct line was ringing frequently and on answering there would be no reply, I spoke to PH and it was decided it was a fault on the line as they weren't initiating the call, this happened at least 10 times within a minute or so. Simultaneously I noticed a 0036 squawk approaching the eastern CTR boundary that hadn't called me for zone entry. I tried calling this aircraft a few times with no reply initially, pointed it out to my FIN controller and my ADC controller and asked him to try calling it. Eventually, when just inside the zone, the aircraft responded to my call and requested zone entry which I gave. I informed him he had infringed the zone and he apologised. The FIN controller had vectored inbounds to avoid him, delaying both them and the following two SF340s. With the late notice and the AS355 being so close to final approach when he infringed FIN may have lost standard separation. I then returned my attention to the airliner which was East of the SFIS squawk and realised I can't be sure that I maintained the deconfliction minima of either 5nm lateral or 3000 feet vertical separation. Supplementary 23/08/14: Airbus was being vectored inbound for an ILS R/W23. The aircraft was approx 16nm East of the airfield descending to 3500ft on a radar heading 335. A 0036 squawk was observed approx 12nm ENE of the airfield tracking SW indicating 1600ft towards the control zone. Radar 1 were not in contact with the 0036 squawking aircraft. The 0036 continued SW and infringed the control zone and the Airbus was turned NE to gain 5nm lateral separation. Supplementary 25/08/14: Pilot report-Momentarily unaware of the proximity of the Glasgow CTR					
AEROSPATIALE AS355	UNKNOWN	En-route	Glasgow	30/07/2014	201411776
Green laser attack.					
AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Missed approach or go-around	EGBJ (GLO): Gloucestershire	10/09/2014	201412219
UK AIRPROX 2014/169 - AS355 and a DR400 at 1000ft at Gloucester. Traffic info passed to both aircraft.					
AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Scheduled maintenance	EGNH (BLK): Blackpool	19/06/2014	201408117
Triple tachometer unserviceable. Triple tachometer S/N 218 was fitted in place of S/N 2026. On ground run, the indicator stuck at 295 NR and would not rise any further. Unit removed as U/S on fit. W/O 56993 refers.					

AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Scheduled maintenance	EGLD : Denham	27/06/2014	201408792
Overfly of EASA Airworthiness Directive. Whilst the aircraft was on scheduled maintenance, a review was being carried out for the purpose of making a recommendation for the issue of an ARC. During the process, it was discovered that EASA AD 2011-0190 had been overflown based upon the calendar limitation. The a/c was immediately grounded and the Part 145 requested to comply with the requirements of ASB 53.00.50 as mandated by AD 2011-0190.					
AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Missed approach or go-around	Kyle	18/08/2014	201411548
Landing gear failed to extend. Go-around flown. On the downwind leg to our helipad the gear was selected down. No transit or green indications appeared, so Ops was contacted who confirmed gear was not down. A go around was followed by short transit to safe location, and the checklist was followed which resulted in the gear extending by the emergency system.					
AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Cruise	En route	23/08/2014	201412302
Cyclic control restriction caused by inadequate covers not fully protecting the control rod. PF noticed that the cyclic in lateral movement felt 'different'. The PM tried the controls and the crew determined that the cyclic felt as if the auto pilot wasn't engaged but not quite as fully on. The resistance was like the pressure required 'to stir thick paint' which made the crew slightly 'over-control' on the cyclic but nothing untoward other than 'discomfort'; the aircraft was still fully controllable. The crew raised their concern with the engineers and the aircraft was swapped to the spare. Engineers Report: Time and time again we have these flimsy covers kicked in by the passengers, which then causes the cover to be held against the roll control rod in the 9 degree frame causing a restriction. These covers are not fit for purpose, and Airbus have been told on numerous times about these incidents through the bi-annual PMR meeting. If this restriction happens on a takeoff or landing due to a passengers foot holding the trim against the rod, it could be catastrophic. Photos of the trim and contact with the control rod are attached. There is very little room for a passenger with all their gear on to manoeuvre in the aircraft between the centre row seat and the 9 degree frame cover, so inevitably the cover gets kicked and broken. These covers need to be made of a stronger, more resistant material. e.g.: carbon fibre or fibreglass. A new cover is on order and will be fitted on arrival.					
AGUSTA A109	UNKNOWN	Cruise	EGNM (LBA): LEEDS BRADFORD	01/09/2014	201412206
Altitude excursion. Standard separation maintained. A109 given a clearance by the tower frequency 120.3 not above 1.0a vfr on track Pool - Menworth. Observed on radar indicating 1.6a. Pilot acknowledged his error and apologised. They were no safety implications.					
AGUSTA A109	ALLISON USA 250 FAMILY	Other	EGBE (CVT): Coventry	12/06/2014	201407593
Helicopter started up with the rotor brake on during maintenance. Carrying out a ground run, I started the helicopter with the rotor brake selected on. Two HF issues may have contributed to my error. Firstly it is not normal to leave the rotor brake on. When I carried out the pre start checks I put my hand on the rotor brake lever expecting it to be off. My mind did not register that it was in fact on. Secondly I had been warned that on the previous ground run attempt both engines had started very hot. The helicopter has been in storage some time. My mind was therefore focused on the starting of the engines to the detriment of the bigger picture.					
BELL 206	ALLISON USA 250 FAMILY	Cruise	En route	26/06/2014	201408589
Radio failure. Departing me with a fully serviceable aircraft. RT both readability 5. Radio Failure then occurred, however we could hear other transmissions. The route was clear of all controlled airspace and ATZ's, so we elected to continue squawking 7600. I as co-pilot managed to send operations through the iphone a message to say we were no radio, and for ATC to be informed. ATC had no problems and cleared us to enter. Upon approaching abeam the radio began to work, so we made standard RT calls, and we were cleared to land without incident. ATC had no issues with our landing. After radio checks, which were found satisfactory, we elected to continue with our flight, pick up our passengers, and take them back. No further issues were found on this flight either. Upon departing later that day, the radio again failed to transmit, although we could hear. We deemed the circuit too busy and dangerous to enter non radio, so overflew above & clear of the ATZ vertical limit, and continued. I as "co-pilot", was also able to raise information via phone message to advise we were non radio and intending on a point bravo join to North Side Grass. Controller cleared us for approach. 7600 was squawked at all times. Green light observed from control tower. Crew were both flying on behalf of the aircraft owner. As a Head of Training, I generally do not allow the use of mobile phone in the cockpit, and the standard procedures were adhered too.					
BELL 206	ALLISON USA 250 FAMILY	Cruise	EGSS (STN): London/Stansted	15/08/2014	201411227
Infringement of the Stansted TM22 (Class G) by a Bell 206. Traffic info given. B737(1) was being vectored for R/W04 at Stansted when an aircraft contact squawking 7000 was observed entering TM22 just North of North Weald airfield. The aircraft was not showing any level/Mode C reading. The aircraft was subsequently identified via Mode S, several attempts on frequencies 136.2 and 120.625 were made to establish two way contact unsuccessfully. I decided the safest course of action was to vector the B737(1) onto a short approach to keep away from the aircraft, 5nm separation was not maintained however traffic was passed to B737(1) and they maintained headings away from each other at all times. As a result of the Bell 206 the following inbound, a B737(2), was given extended vectoring also.					

BELL 206	ALLISON USA 250 FAMILY	En-route	Unknown	31/08/2014	201412136
Birdstrike to windshield. Windshield : Struck Damaged.					
BELL 206	ALLISON USA 250 FAMILY	Taxi to runway	EGBJ (GLO): Gloucestershire	07/09/2014	201412542
Runway incursion. Bell 206 taxied past clearance limit of holding point X and observed to air-taxi and line up RW27. At 15:00 UTC, Bell 206, outbound to a private site near Hereford after refuelling, was given taxi instructions to Holding Point X from Apron Alpha. The helicopter was then observed to air-taxi and line up R/W27 via A2. No aircraft were affected so the helicopter was given take-off clearance on track to the NW. Issues were also encountered with the helicopter's arrival from the SE prior to the refuel. APC gave joining instructions to 'Heli South' from via the 'Standard Helicopter Arrival' several times before attaining a satisfactory readback. Once transferred to ADC, the helicopter was cleared to land at Heli South. The helicopter was observed to be higher than expected on entering the ATZ and reported at 1400 ft when asked by ADC, then subsequently reported final for R/W36, contrary to the arrival instructions issued which are detailed in the UK AIP. Traffic info` given to a C152 descending to circuit height from the overhead. Wx 32002KT 9999 FEW045 20/10 Q1016.					
BELL 206	ALLISON USA 250 FAMILY	Unknown	Flamborough	16/09/2014	201412406
UK Reportable Accident: Descended below cliff tops prior to crashing. Two POB, both fatally injured. Aircraft destroyed. Subject to AAIB Field investigation.					
BELL 206	ALLISON USA 250 FAMILY	Emergency landing or off- runway landing	Rugby	01/09/2014	201412819
Precautionary landing due to deteriorating weather. The cloud base and visibility were not as predicted in the TAF nor the Mesoscale (cloud level, precipitation and pressure) forecast from the Met. Office website. I was unable to route around the wind turbines and radio towers that I could see ahead. Although I was very close to the destination airfield, I decided to make a precautionary landing in a field, clear of livestock and obstacles. After less than an hour the visibility and cloud base improved considerably. I telephoned the airport and they said their weather was also good and I was able to complete the trip uneventfully.					
BOLKOW BO105	ALLISON USA 250 FAMILY	Rejected take-off	EGPT (PSL): Perth/Scone	29/08/2014	201412211
Rejected take-off due to dark acrid smoke in cockpit. Faulty wiring discovered to be the cause. Start up and pre-flight checks carried out without incident. Aircraft was lifted into the hover and turned through 180deg to taxi for take-off point. At this point I identified smoke emanating from the RH side of the centre console around the generator and fuel shut off switches and the cabin began to fill with a dark acrid smoke. I announced "We have a fire", turned the aircraft back into the wind, landed and turned off both generators. The master battery and pressed the emergency DC Bus OFF. The paramedics were instructed to open the windows. The smoke had reduced on turning off electrical power. The paramedics evacuated from the aircraft on landing and shut down was completed normally without further incident. On investigation with battery power on, after 90secs, smoke was seen coming from the area of the engine start switches. Battery power switched off and battery disconnected. Wiring cable on nr2 start switch found to have damaged insulation. Wiring repaired iaw Standard Practices Manual. Inspection of other wiring in the area carried out. One connection on start switch found loose, connection re-torqued. With battery power on, no repetition of the defect found Ground run and air test carried out with no defects. Aircraft declared serviceable and returned to service.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Scheduled maintenance	EGUW : Wattisham	09/01/2014	201400305
Maintenance overrun. The aircraft has just had a 100hr service carried out at 3666.25 hrs. On inspection of the tech log it has become apparent that servicing had been overflown. The servicing concerned was mr hub inspection and cycle count consistency, both due at 3666.35 hrs. The aircraft had overflown this servicing by 3.50hours. The missed servicing was carried out and re-forecast correctly before aircraft was declared fit to fly.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route	EGBM : Tatenhill	08/06/2014	201407591
Aircraft flown in day VFR at night. Aircraft on EMS flight. We flew back from the site purposefully illuminated by the fire brigade upon which I remembered I had made the aircraft day VFR (iaw MEL) and in conjunction with engineering. This was due to the intermittent presence of actuation (CAD) and Roll (PFD) captions in yellow. The lift time for the return journey was 2223hrs arriving back at 2241hrs. Sunset was 2131+30mins (2201). Obviously the flight back was at night but in very good VMC conditions. I had inadvertently forgotten I had made the aircraft Day VFR until we had lifted from the scene. The pilot was debriefed regarding the occurrence. the flight although outside the limits of the MEL which states the limitation as may be inoperative for VFR DAY, the flight was carried out iaw with the EASA MMEL Rev2 may be inoperative for VFR. The MEL is currently being updated to take into account the changes by Rev2 to the MMEL.					

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Emergency landing or off- runway landing	Selworthy Sand	16/08/2014	201411437
MMI overlimit during controlled landing on sandy beach. Aircraft conducted three landings on isolated beach to deploy Officers to a MISPER located at the bottom of the cliff. Power-on profile, light skids adopted during deplaning and emplaning due to uncertainty of sand surface. On final movement, MMI overlimit registered during emplaning of crew. Aircraft returned to base. Three second overlimit into zone 1 recorded. Engineering advice sought. CAA Closure: Established through normal fault diagnosis procedure as a signal amplifier failure. Component replaced and aircraft released to service. Considered to be an isolated event with no further action considered necessary.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route	Overhead Derby North	29/07/2014	201411773
Green laser attack.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Cruise	EGSH (NWI): Norwich	07/09/2014	201412178
UK AIRPROX 2014/165 - EC135 and a Microlight at 1000ft 14nm South East of Norwich.					
EUROCOPTER EC135	UNKNOWN	En-route	Overhead Larne	16/08/2014	201412355
Green laser attack.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	En-route	Overhead Stowmarket	18/08/2014	201412399
Green laser attack.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Leasowe	19/08/2014	201412403
Green laser attack.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Shotton	19/08/2014	201412404
Green laser attack.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Standing : Engine(s) Operating	EGNR : Hawarden	11/09/2014	201412812
Rotor brake caption during start with both engines running. During start with both engines running at idle the Rotor Brake caption illuminated despite the Rotor Brake being confirmed off. Aircraft shutdown. Rotor Brake Caption remained on regardless of brake position.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Hovering/transitio n from hover to forward flight	EGNR : Hawarden	04/06/2014	201408013
FADEC failure on nr2 engine. In hover awaiting ATC clearance to depart experienced FADEC failure on engine no2. Indications visible were Eng Manual, Fadec Fail, Fadec Degrade, Fadec Minor and on the Flight Limit Indicator (FLI) the TOT indication was missing. Returned to helipad and carried out engine shutdowns which included a manual throttle shutdown on engine no2. Reported occurrence to engineering and aircraft taken off line.					

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Standing : Engine(s) Start-up	Rhuddlan	14/09/2014	201412926
Rotor brake caption during start. During start procedure for task Rotor Brake caption appeared on CAD. Pilot confirmed brake in off position and shut down iaw FRCs. Caption remained when blades stopped and these could be turned by hand so identified as spurious warning but aircraft grounded and engineer advice sought.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Cruise	Stoke on Trent	17/09/2014	201413197
Engine shut down and aircraft returned due to engine chip warning. Engine restored for landing. En route a task when the No1 Engine Chip Amber Caution illuminated. 'Fuzz Burner' activated but the caution remained. Aircraft returned to base on one engine and in light of the warm calm conditions, I elected to restore no.1 engine for the landing. The aircraft had only flown 1:20 post a double engine change with both engines newly overhauled. Engineering assistance sought on return to base.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	EGUW : Wattisham	10/06/2014	201407518
Electrical burning smell from passenger air conditioning unit. During the Flight as described above, the rear TFO (passenger) noticed an electrical burning smell emanating from the rear blower system. Passenger blower was switched off and actions IAW flight reference cards were carried out, a precautionary landing was carried out and an inspection of the aircraft was carried out no further smells were noticed. The aircraft was returned to base with the passenger blower in the off position CB pulled. Aircraft Log annotated and engineering support informed. Engineer attended aircraft, cabin front roof panel removed, blower inspected. No visual signs of burning, system tested iaw AMM. Blower ran for circa 10mins and cycled on/off, no fault found. Cabin roof panel refitted and aircraft returned to service.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing	EGEP : Papa westray oi	16/06/2014	201408034
Nr1 engine starter generator fault. The aircraft was starting prior to transferring a patient. The nr2 engine was started normally but the nr1 engine failed to start. Symptoms included no rise in n1 rpm and turbine temperature, a high pitched whirring noise and a GEN DISCON caution on the CAD. The aircraft was shutdown and engineering assistance sought. Fault finding isolated the problem to a sheared drive shaft in the starter-generator. Nr1 starter-generator replaced in accordance with AMM and adjustment carried out iaw AMM, reading within limits. Aircraft returned to service.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	Strensham	25/06/2014	201408483
Gearbox cowling access panel opened during flight. Following take-off a quiet rumbling was heard in the aircraft and was only evident due to the slightly different nature in the general level of aircraft noise. I immediately reduced the speed of the aircraft and following a brief discussion with the crew I elected to land in a field dead ahead and into wind to investigate the outside of the aircraft. Whilst remaining rotors running a paramedic inspected the outside of the aircraft and noticed that the starboard gearbox cowling was open. I shut down the aircraft, inspected the door for damage and security and contacted the duty manager with a full description of the circumstances. The integrity of the door and security of the hinges was assessed as being unaffected and the aircraft was started and continued to the task having experienced only a short delay. A further inspection at the landing site confirmed the security of the door prior to the next leg. Upon return to base an engineering visit confirmed the security of the panel. Gearbox cowling inspected iaw MM, 2 x minor cracks found in cowling structure, one at the fwd attachment point of the rear access door hinge, one at the aft attachment point of the fwd access door hinge, both cracks approx 15mm long. The cracks do not affect the integrity of the access door security. Repair scheme applied for, entry raised in carry fwd defect log with recurrent inspection to check no propagation of the cracks. Aircraft returned to service.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route - holding	En route	25/07/2014	201410092
Aircraft diverted due to nr1 generator failure in flight. During the search for a MISPER the police role equipment stopped working and a GEN DISCON caption illuminated on the No 1 engine side of the CAD. No other dangerous indications. Actions taken in accordance with the AFM, No 1 generator selected off. The aircraft was diverted. After further tests and consultation with ECUK engineering, the No 1 generator was DDL'd in accordance with NPAS OM MEL and the aircraft recovered to base for further investigation.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Normal descent	EGBJ (GLO): Gloucestershire	07/08/2014	201410747
Intermittent tail rotor gearbox chip warning on descent. Pilot elected to continue with ILS approach and landed without further incident. Emergency action taken by ATC. RFFS attended. Full Emergency - Tail Gearbox Chip Warning. At 1409 UTC, pilot commenced the ILS/DME/NDB Approach from the NDB GST at FL40. At 14:13, the pilot advised he had an intermittent chip warning light pertaining to the aircraft's tail gearbox and was required to land as soon as practicable, but, soon to commence the procedure turn inbound, elected to continue with the full instrument approach. When asked, the pilot stated he was not declaring an emergency, but Full Emergency action taken by ATC due to the nature of the problem. The aircraft completed the approach to Runway 27 at 14:20, then subsequently taxied back to parking with RFFS in attendance, landing without further incident at 14:22. Stop message received at 14:24.					

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	EGFF (CWL): Cardiff	17/08/2014	201411462
Fuel quantity indication failed company 50hr/monthly check. While conducting a routine ground run to undertake fuel sensor checks, the nr2 low fuel warning failed to illuminate and sound within the specified range. Engineer in attendance during ground run, ground run stopped and aircraft declared offline. Nr2 supply tank fuel sensor removed, cleaned and refitted iaw AMM. Ground run check of fuel contents indication system carried out. All indications correct. Aircraft returned to service. Investigation under 201400807.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Climb to cruising level or altitude	EGBJ (GLO): Gloucestershire	28/08/2014	201411676
UK AIRPORX 2014/155 - EC135 at 1500ft and a C42 267deg/1.7nm from Gloucester. TCAS TA. Traffic info given.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering out of ground effect	En route	02/09/2014	201412316
Aircraft returned due to pitch actuator cautions. Established in the high-hover, the P DAMP and ACTUATOR cautions illuminated, accompanied by the Master Caution and a P displayed on PFD. The cautions could not be cleared. Therefore, the aircraft was returned to base and engineering advice sought.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	EGWC : Cosford	07/09/2014	201412628
Nr1 fuel supply tank indication failed company 50hr/1mth check. Nr1 fuel probe indication failed the company 50hr/1mth supply tank indication checks iaw ASB. Fuel probe removed, cleaned, dried and refitted as per ASB and AMM. Further ground run check carried out- all serviceable. Investigation under 201400807.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Circuit pattern - base leg	EGCW : Montgomeryshire/Welshpo ol	08/09/2014	201412711
Transmission chip caption illuminated on CAD. Upon joining the home base circuit, the XSMN chip appeared on the CAD. The approach was continued and the aircraft landed in the usual location. Emergency drill iaw aircraft FRCs. Operations informed and an engineering investigation is ongoing. MCD removed and inspected, filter debris sent for analysis, oil sample taken and sent for analysis iaw AMM. AHD contacted and informed of debris. Results of Spectro Analysis sent to AHD for confirmation of actions to be carried out. AHD confirm Cat C flow chart actions to be completed. main transmission oil flush carried out and ground runs carried out iaw AMM. No further chip indications, aircraft declared serviceable and returned to service. Investigation under 201412841					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Start-up	EGCW : Montgomeryshire/Welshpo ol	10/09/2014	201412841
Transmission chip caption illuminated during start sequence. Aircraft had attended an RTC and landed in the field adjacent to the road. The aircraft was not tasked to transport a patient to hospital and was due to return to base. During the start sequence the XSMN chip on the CAD illuminated. The aircraft was shut down and operations and engineering informed. Emergency drills carried out iaw aircraft FRCs. MCD removed and inspected, debris present assessed as CAT B and removed for analysis and MCD refitted. Oil filter inspected and no debris present, oil filter refitted iaw AMM. AHD contacted and advised of debris. Results of Spectro Analysis sent to AHD for confirmation the Main Transmission serviceable to remain in service. Ground run leak checks carried out and aircraft returned to base. On return to base, Main Transmission hot drain and flush carried out iaw AMM. 15min ground run carried out followed by a flight check, no further XSMN CHIP captions. Post flight check, Main Transmission oil filter inspected, no debris present. Ground run leak check carried out. Aircraft returned to service.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	EGNO : Warton	14/09/2014	201412947
During aircraft check, battery master switched on. Bit failed showing inp fail and nr2 gen discon caution. No2 gen switch was in on position and both dc gen volts showed 25.2v. Reset Button pressed on cyclic. Caution replaced with no2 bustie open caution. No2 bustie switch checked and found to be in normal position. Bit carried out a further 3 times including recycling gen switch and bustie switch with no change to indications. Duty engineer informed and en route to investigate/rectify.					

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	EGNO : Warton	15/09/2014	201413039
Aircraft vibration. During transit excessive vibration felt through airframe. Vibration eased on slowing down. Aircraft rtb after short task. During post flight aris (anti-resonance rotor isolation system) pots were checked to find that the port rear pot was u/s. Deferred defect entered in tech log. Aircraft cleared for flight for a further 10 hours iaw mel subject to a max ias of 100kts.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Start-up	EGCW : Montgomeryshire/Welshpool	14/09/2014	201413050
Transmission chip caption on start. On start whilst going from flight idle to flight configuration, the transmission chip caption illuminated and remained on. Aircraft shut down, mission transferred and engineering assistance sought. MCD removed and inspected, debris present assessed as Cat C and removed for analysis and MCD refitted. Oil filter inspected and no debris present, oil filter refitted iaw AMM. Oil sample taken for analysis. AHD contacted and advised of debris. Results of Spectro Analysis sent to AHD for confirmation the Main Transmission serviceable. Company decision to replace Main Transmission due frequency of chip captions. Aircraft flown to base maintenance facility and Main Transmission replaced. Investigation under 201412841					
HUGHES 369	ALLISON USA 250 FAMILY	Service bulletin	Lustleigh	29/08/2014	201412317
Cracking found on three rotor blades during inspection. Information Letter received from manufacturer reference fatal accident due to blade failure on this aircraft type. On Check A, identical blade cracking found on three of the five main rotor blades. Aircraft now grounded awaiting manufacturer's input.					
HUGHES 369	ALLISON USA 250 FAMILY	Cruise	REXAM	23/08/2014	201411645
Infringement of Airway N864 (Class A) by a Hughes 369 at 5000ft. Standard separation maintained. Hughes 369 on a 7000 squawk infringed the Wallasey sector airspace 5m north of REXAM initially at A50 tracking east and slowly descended until leaving CAS near WHI. Liverpool were informed and subsequently so were Manchester, neither had any traffic to effect, nor did any PC sectors. It was later ascertained that the aircraft was inbound to a private airfield near Crewe and the pilot was going to telephone W2 LAS after landing to discuss the infringement to prevent further occurrence.					
MBB BK117	TURBOMECA, FRANCE ARRIEL	Cruise	EGTE (EXT): Exeter	15/07/2014	201409537
Tail rotor gearbox chip caption illuminated twice on CAD. While in 120 kts cruise at 2500ft enroute to conduct a Police search the TR CHIP Caption illuminated on the CAD. I warned my Police colleague and took FLM Malfunction action by activating the "Fuzz Burn" switch. The TR CHIP Caption immediately extinguished. I continued the sortie iaw the FLM guidance. En route back we were tasked with conducting another search. During the search at 2142 the TR CHIP Caption illuminated on the CAD a second time. I warned my Police colleague and took FLM Malfunction action by activating the "Fuzz Burn" switch for the 2nd and final permitted time for the same caption. The TR CHIP Caption immediately extinguished. I continued the sortie iaw the FLM guidance and returned immediately to land at 2200 with no further occurrence. I was aware that the TRGB had been recently replaced and was due the post 50 hr oil change the following day, 16th July. On landing I grounded the a/c pending maintenance Action iaw the FLM and advice from the Duty Engineer.					
MBB BK117	TURBOMECA, FRANCE ARRIEL	Cruise	Alexandra Palace	22/08/2014	201411638
Helicopter on operational duties at 900ft reported a large kite entangled with an overhead power line at 850ft. Near miss with large kite at 850 feet AGL. Transiting southbound and passing the local reporting/holding point, the rear seat observer called out that he had spotted what he described as "string or wire in the air" passing closely down the starboard side of the helicopter. A climb was initiated to the clearance height of 1000 feet and a large orbit was flown to try to identify the possible object. The rear seat observer then described the string/wire as the "kind you would get on a tethered balloon". A cockpit discussion referred to the notams from the pre flight briefing, and it was agreed that nothing was expected to be at that height in this area. A search began using the camera system. After a few minutes, a large kite was identified with a large long tail holding steady in the 15kt wind. The aircraft was brought toward and alongside the kite at 800 feet agl. The wire was traced back to origin, and found to be entangled with an overhead power line above a train track 1.4km away. Radar were informed with full details. Police units were guided to the source of the wire and after power was removed from the overhead wires, the kite was retrieved by rail engineers at 1408 local. The kite measuring 1.2 meters in height by 1.0 meter wide and approximately 1400 meters of strong nylon twine and a 35cm long, solid plastic handle were recovered. The kite was home made of thick recycling bags and 3x 1.0 meter bamboo canes. The tail of the kite was made from old clothing strips and was 10.4 meters in length. The kite was 11.6 meters from top to tail. I believe that if we had struck the kite, or wire, the possibility of a major emergency situation would have been extremely high. We estimate that we must have flown within 50 to 80 feet of the wire for it to be seen with the naked eye. Rear seat observer deserved praise for his attentiveness, diligence and contribution to flight safety, not only of our aircraft but any aircraft passing in or around the busy local reporting point on the edge of busy airspace.					

MBB BK117	UNKNOWN	En-route	Overhead Belfast City	08/08/2014	201411933
Green laser attack.					
MBB BK117	TURBOMECA, FRANCE ARRIEL	En-route	Overhead Stepney Green	06/07/2014	201413160
Green laser attack.					
MCDONNELL DOUGLAS MD900	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	EGKR (KRH): Redhill	21/07/2014	201409974
Rad Alt interference from microwave downlink. During operational testing of newly installed and approved microwave downlink system it became apparent that downlink transmissions were interfering with the Rad Alt display. At heights above about 800ft Rad Alt the Rad Alt needle moved to full scale deflection when the downlink was transmitting. At heights below 800ft Rad Alt the Rad Alt needle oscillated between 0 and full scale deflection when the downlink was transmitting, triggering both the audible warning and the downlink arm auto retract whenever the needle dropped towards the bottom of the scale. In both cases changing downlink transmission frequencies had little or no effect on the interference. The Rad Alt display returned to normal as soon as the downlink transmitter was turned off.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Standing	EGCB : Manchester/Barton	01/07/2014	201408737
Electronic Engine Control (EEC) amber warning. Post flight during shut down the Engine Control Switches were both placed to Idle. The left handed engine idled down but the right hand engine remained at flight with an amber EEC caption warning and an aircraft fault warning on the IIDS. EEC Reset procedure was carried out twice IAW FRC's before reset was achieved and NCFUR2=14 was displayed in the aircraft faults. Once Reset was achieved engine was shut down with no further problems. Engineer informed. Investigation under 201411547.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	EGSY (SZD): Sheffield city	06/07/2014	201409202
EGT mismatch. Whilst transiting back to base there was an EGT spike on Engine 2 digital display, all other values were normal. Engineer called and after inspection a test flight was carried out. During the flight the fault repeated and the EGT digital readout on Engine 2 was erratic, all other values were normal. Precautionary landing to runway.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Standing : Engine(s) Start-up	EGCB : Manchester/Barton	30/07/2014	201410347
Fuel boost pump failure. During start up, right boost pump selected on. IIDS failed to indicate pump was on and no noise came from the pump. Switch was cycled twice but still no "pump on" indicated. Circuit breaker checked and found to be in correct position. Start aborted and engineer called.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) PW2000	Rejected take-off	EGCB : Manchester/Barton	15/08/2014	201411240
Rejected take-off due to cabin door caption illuminated. Suspected false indication. On pulling pitch during take off the cabin door caption illuminated. Aircraft put down and both doors checked. Rear TFO confirmed doors were safe locked. Both doors were then opened and closed and caption cleared when left door was operated. Again on take off the caption illuminated. Rear tfo check both doors again and confirmed they were safe locked. Sortie continued with caption illuminated then returned to base with caption remaining on permanent. Engineer informed					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Standing	EGCB : Manchester/Barton	21/08/2014	201411547
Electronic Engine Control (EEC) amber warning. After landing both Engine Control Switches were placed to idle. The left engine responded, the right engine remained at flight idle with an amber EEC caption warning and an aircraft fault warning on the IIDS. EEC reset had to be carried out twice IAW RFM before fault cleared. No further problems closing down engine. Engineer informed.					

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Maidstone	26/07/2014	201411652
Green laser attack.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	En-route	Overhead Bramley	28/07/2014	201411654
Green laser attack.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Gillington	28/07/2014	201411655
Green laser attack.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Thurcroft	28/07/2014	201411656
Green laser attack.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Landing	EGCB : Manchester/Barton	25/08/2014	201411692
Electronic Engine Control (EEC) fault left and right engine. As aircraft landed upon lowering the collective lever both EEC amber captions illuminated and a check fault on IIDS appeared. EEC fault was cleared iaw FRC EEC reset procedure prior to shutting down both engines. On checking IIDS both engines had a NCFUR 3-5 code (T1 crosscheck fault) fault was recorded 10 mins prior to landing. NO IIDS/ EEC captions during flight phase. Duty engineer called and aircraft placed unservicable awaiting duty engineer to visit base location. Investigation under 201411547.					
MD HELICOPTER MD900	PRATT & WHITNEY (CANADA) PW200 FAMILY	Manoeuvring	Overhead Sutton Manor St Helens	30/07/2014	201411772
Green laser attack.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Featherstone	31/07/2014	201411940
Green laser attack.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Grimsby	07/08/2014	201411968
Green laser attack.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Leeds	08/08/2014	201411970
Green laser attack.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Manoeuvring	Ringwood	04/08/2014	201411998
Green laser attack.					

MD HELICOPTER MD900	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	Rochdale	31/08/2014	201412115
Check 'NOTAR Balance' displayed during flight. Whilst in the cruise between police tasks check notar balance came up on the alpha numeric Display, no vibration was felt through the pedals. Aircraft returned to base and carried Out notar balance on the ground. Initial reading was in limits (0.05). A further balance was Taken which was out (3.0) engineer advice sought.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	En-route	Overhead Keighley	12/08/2014	201412118
Green laser attack.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	En-route	Overhead Moreton Station	12/08/2014	201412119
Green laser attack.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Approach	Overhead Barton Aerodrome	16/08/2014	201412124
Green laser attack.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Scheduled maintenance	EGNM (LBA): LEEDS BRADFORD	03/09/2014	201412372
Overfly of main rotor drive plate re-torque check. Whilst processing maintenance purchase order, the sub-contracted airworthiness organisation noticed that the following inspection was marked and signed on the purchase order as 'Not Carried Out' by the contracted maintenance organisation certifying engineer. This check is due 100hrs after the main rotor drive plate is disturbed. As per the initial report supplied by the maintenance organisation, the MR Drive Plate was disturbed at 4020:05hrs. Therefore, the 100hr check was due at 4120:05hrs and was called up on maintenance purchase order as part of the 100hr scheduled inspections. The certifying engineer did not perform the inspection as he believed it was not required. On discovery of the overfly, the aircraft was already undergoing an Annual Inspection. The re-torque was performed before disassembly and was found not to be loose. However, on completion the 100hr MR drive plate re-torque had been overflown by 20:20hrs. The maintenance organisation certifying engineer incorrectly decided that the MR drive plate check was not applicable. The corrective actions are as follows: 1. The maintenance programme requirement (based on the TCHs requirements) to perform the MR Drive Plate re-torque check will be amended to raise the 100hr re-torque every 100hrs and not just once after removal/disturbance of the component. As this check is safety related, the aim is that repeat inspections will eradicate the possibility of the same overfly and ensure no loss of torque in the MR Drive Plate. 2. The Airworthiness Manager will reiterate to the maintenance organisation that they are not authorised to make decisions on the applicability of tasks which are requested by the operator or delegated representatives. The maintenance organisation are the technical experts on type, however the maintenance organisation will discuss with the airworthiness manager any queries relating to the applicability of tasks. Queries will be resolved prior to the release of the aircraft to service. AT the next liaison meeting this MOR will be discussed with the Quality Manager and the Accountable Manager.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Standing : Other	EGCB : Manchester/Barton	05/08/2014	201412512
Electronic Engine Control (EEC) fault on RH engine. After landing Right Hand ECS switch selected to idle, Right Hand yellow EEC illuminated with IIDs fault NCFUR 2=14 displayed, Caption cleared after 2 EEC resets. There have been previous occurrences of this fault. Aircraft placed unservicable, engineer requested.					
MD HELICOPTER MD900	PRATT & WHITNEY (CANADA) PW200 FAMILY	En-route	Overhead Hadlow	22/08/2014	201412656
Green laser attack.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Standing	EGCB : Manchester/Barton	09/09/2014	201412777
Position light lens missing. Post flight walk around the lower tail white position light lens was found to be missing with the filament also blown. The metal frame of the lens was still screwed in place with particles of the glass lens still attached. It appears the lens had shattered. No strike marks observed in or around the the light fitting and the red strobe light adjacent to the lens had no damage or marks. Engineer informed lens and filament replaced.					

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	En route	10/09/2014	201412811
Main rotor balance warning. Whilst transiting to a task the 'Check Rotor Balance' message appeared on the IIDS. Aircraft returned to base. Engineering advice sought.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Manchester	24/08/2014	201413451
Laser attack.					
OTHER (Campbell Cricket)	BOMBARDIER ROTAX	Landing	EGBJ (GLO): Gloucestershire	08/09/2014	201412577
Gyroplane landed and backtracked with no radio communications established. Agusta 109 on final was instructed to land at 'Heli North' to avoid conflict with gyroplane. Runway 27 in use with five aircraft in the RH circuit and a A109 carrying out an ILS approach on final to land. Helicopter circuit also active. At approximately 10:50 UTC, a gyroplane was observed from the VCR to be late downwind flying a short circuit, with no radio communications established. Circuit traffic advised. The gyroplane turned base leg and cut in front of the A109 which was at approximately 1nm final, landed R/W27 and backtracked, vacating at A2. The A109 was instructed to land at 'Heli North' to avoid conflict with the backtracking gyroplane. During subsequent discussion with the pilot it transpired that, while inbound, the aircraft's radio had become 'stuck' on the ATIS frequency 127.475 MHz and the pilot was unable to rectify this. He therefore continued inbound and carried out a standard overhead join for R/W27. Wx 36002KT 9999 FEW030 17/11 Q1020					
ROBINSON (R66)	ROLLS-ROYCE Other (250-C300)	Cruise	Pennines	29/05/2014	201408489
Precautionary landing carried out due to poor visibility. Made a precautionary landing due to poor visibility in a remote part of moorland. As I had two fit but elderly passengers, I sought assistance from Mountain Rescue to find the best way off the hill if weather did not clear and to avoid having to stay there overnight.					
ROBINSON (R66)	ROLLS-ROYCE (250-C300/A1)	Cruise	Erskine Bridge	18/09/2014	201413154
Infringement of the Glasgow CTR (Class D) by an unknown aircraft, resulting in loss of separation with outbound traffic. Aircraft identified as an R66. Traffic info given. I was working as the INT controller in light traffic. I could see on the EFPS that ADC had a number of pending departures including 2 DHC6 that were all due to go in a similar direction. A319 got airborne first on a TLA3J departure and I put 124.825 on the departure strip so it could go direct to GLY. The next 3 a/c were all routing NW. I coordinated climb for SF340 to flight level 085 in order to be able to turn the 2 DHC6 behind. The a/c got airborne at 0800 and I gave them when ready direct ROB. At 0801 DHC6(1) got airborne and I requested to work the aircraft. Initially I gave the a/c a heading but when satisfied that I would maintain separation with the a/c ahead I gave the a/c direct ROB. At approximately 0805:30 ADC I noticed a return in the vicinity of Erskine Bridge. At the same time ADC called to tell me there was a return and it was moving against the wind. I gave DHC6(1) traffic info and asked if they could see anything. I could not turn the a/c away as DHC6(2) had just got airborne behind on a CLY3B departure. In my estimation the unknown traffic passed about 1/2 a mile to the North of DHC6(1). I told tower to lock DHC6(2) straight ahead and they asked 'will I just give him to you', to which I agreed. When DHC6(2) came on frequency I estimated there was about 4nm separation. I gave traffic info and told the pilot I would be vectoring them round behind. I then gave them a heading of 310 which they turned onto immediately. At this point I think the separation may have eroded to about 3 miles but I did not want to continue straight ahead as the traffic was converging. I put on a check all to stop all departures. I made numerous blind transmissions to the a/c which continued through the zone and crossed the climb out. The return finally disappeared around the Kirkintilloch area, but a return appeared shortly afterwards outside the control zone. The cloud base was about 800' and the traffic believed to be low level due to radar coverage. Tracing action was taken and the aircraft was believed to be an R66. Appropriate CAA action is to be taken as a result of this incident.					
ROBINSON R22	LYCOMING 320 FAMILY	En-route	EGNJ (HUY): Humberside	24/08/2014	201411691
Infringement of the Humberside ATZ (Class G) on several occasions by a R22 squawking 7000. Traffic info given. Appropriate CAA action is being taken as a result of this incident.					
ROBINSON R22	LYCOMING 360 FAMILY	Hovering in ground effect	EGTR : Elstree	21/09/2014	201413307
UK Reportable Accident: Loss of control whilst in low hover, followed by ground impact. Two POB, no injuries. Extensive damage to aircraft. Subject to AAIB AARF investigation.					

ROBINSON R44	LYCOMING 540 FAMILY	Scheduled maintenance	EGCJ : Sherburn-In-Elmet	22/06/2014	201408327
Tail rotor blade corroded. The aircraft was being refuelled. The fuel operative being unlicensed engineer commend on the cleanliness of the aircraft to the ops Manager who was cleaning down the windscreens. The ops manager retorted and raised the matter of loose cut grass. this was causing grass debris to stick with pollen to rotors and the screens/airframe. the fuel operative then apparently walked around the aircraft announced that a tail rotor blade was scrap! The ops manager contacted the operator (accountable manager) who attended within 15 minutes. The AM took a magnifying glass to the blade tip. He announced no flight until second opinion of licensed engineer. Photographic evidence received at 1400hrs. Aircraft declared grounded. Note the pilot checked the aircraft meticulously but failed to see the tiny erosion hole. 1) The condition of both TR blades was noted on annual inspection. Although within limits it was agreed to be excessive for the component hours. The AM was made aware of this. 2) The alleged hole was not apparent the day previous. 3) On further inspection it appears possibly to have been masked by pollen build up and is not penetrating the tip of the leading edge. 4) The AM expressed surprise that this could be seen at all without pre-knowledge. 5) The aircraft was due inspection at 765.5 hours.					
ROBINSON R44	LYCOMING 540 FAMILY	En-route	Unknown	20/07/2014	201410265
Throttle failed. Initial investigation by air crew revealed that the fuel control (11) mounted throttle bell crank (1) appeared to oscillate in a lateral plane whilst the throttle was operated. Normal operation of the throttle bell crank (1) is in a fore and aft plane. Inspection by engineering staff revealed that: • Palnut (10), Nut (9) and spacer (8) were missing. Nut (9) and spacer (8) were found in the engine bay. Bell crank (1) and remaining bell crank hardware was inspected and found satisfactory. Bell crank (1) was refitted and a replacement palnut (10) was installed; • Bolt (4) was installed with incorrect orientation i.e. the bolt head was fitted adjacent to rod end (12). The rod end bearing was found to be pushed out of the rod end housing. Rod end was replaced and remaining hardware was inspected and refitted. Annual inspection was completed on 29th January 2014 at 1831.5 hours. The engine was refitted at 1816.3 airframe hours following overhaul due to an overspeed.					
ROBINSON R44	LYCOMING 540 FAMILY	Cruise	EGPF (GLA): Glasgow	08/08/2014	201410816
Infringement of the Glasgow CTR (Class D) by an R44. Standard separation maintained. Whilst on duty as the Radar Controller, a 7000 squawk was observed inside the Glasgow Control Zone, approximately 11.5nm NNE of Glasgow, without permission. Supplementary 22/08/14: On route back from Portavadie, Balfon marks the limit of the Glasgow Zone. position reported to Scottish as 2 miles East of Balfon and freq change requested to Cumbernauld. position was in fact 2 miles East of Killearn. On realising the mistake approx 5Nm ESE of Killearn, we made a turn due North to exit the zone.					
ROBINSON R44	LYCOMING 540 FAMILY	Cruise	EGPF (GLA): Glasgow	09/08/2014	201410855
Infringement the Glasgow CTR (Class D) by an R44. Standard separation maintained. R44 called on 119.1, stating he was an R44, out of Cameron House routing to Cumbernauld and requesting a Basic Service. I allocated him a squawk, 2603, and returned to monitoring my inbound IFR traffic. As there was no radar contact with the R44 (Glasgow combined or Lowther) I asked if he intended to remain outside CAS routing Balfon and the Carron Valley Reservoir. He stated he wanted to route direct but I offered him either via the Clyde or to remain outside via Balfon and the CVR. His SSR code then appeared as he stated he would route via Balfon, but that he was already inside the CTR if that was OK? At this point the 'URGENT' ADC line was ringing so I instructed the R44 to hold in his present position so I could answer the URGENT call quickly. The urgent call was for a weather avoiding aircraft, after which I progressed my inbound IFR flights and returned to the R44, informing him that for future reference he should not enter the CTR without a clearance, but seeing he was now in the CTR he could leave it to the northeast not above 2000' VFR, and gave him the QNH. Most of this was witnessed by the oncoming ATCO who had plugged in for the hand over. He instructed the pilot to phone in after he landed, and informed him of the reporting action taken. Supplementary 18/08/14: We had been in contact with Glasgow Radar control whilst flying around Loch Lomond at approx 13.15 hours we notified Glasgow that we would be landing at the Cameron House Hotel on the shores of Loch Lomond. The controller having been notified that we were making a landing requested that we call on lifting to advise. At approx. 14.35 we lifted from Loch Lomond having tried to contact Glasgow on the radio whilst on the ground. We headed in a south easterly direction climbing towards 1500 feet and believed that given our current position on lifting we were already in Glasgow's extended airspace. We made several attempts to make contact with Glasgow and at approx. 14.40 we were advised having made contact with Glasgow that we had entered CAS and I suggested that we would immediately vacate to the NE to remain outside of CAS. With hindsight I should have diverted as I had entered CAS but believed that as I was already in an area that I thought was on their extended line and had been given my transponder code by Glasgow that I was on radar on lifting from Loch Lomond, Cameron House Hotel.					
ROBINSON R44	LYCOMING 540 FAMILY	Cruise	En route	12/07/2014	201411098
Engine problems on two occasions. Aircraft had departed on a previous sector and suffered two problems of engine quirk at cruise power. Conducted precautionary landings, checked magnetos. Everything on the ground was normal so I took off again. The aircraft performed normally until second quirk just outside destination airport 20mins late. This was exactly the same problem that was experienced on this aircraft last June some 81 hours previously. In that incident last year, it was found that the inlet valves had problems on cylinders two and four. These cylinders were removed and went for repair. After landing safely on this occasion, I decided I would try to get the aircraft back to a maintenance organisation. On Sat 12 July morning, ground run and power checks were all ok. Took off 20mins later and five miles short of destination airport the engine started quirk again. I was at a safe sector altitude of 2500ft AGL and was pulling no more than 21in of MP. When engine quirked I lowered the collective lever, saw Nr regaining and performing an EOL, on rolling throttle to detent engine stopped, when throttle closed. On landing restated engine and ran extremely roughly. Once in hover quirked again, closed throttle and commenced EOL engine stopped. I gave the engine time to cool down for a couple of hours. Upon restart a few hours later lifting into hover, the same thing happened. Aircraft was then recovered to a maintenance organisation.					
ROBINSON R44	LYCOMING 540 FAMILY	Circuit pattern - downwind	EGPG : Cumbernauld	19/08/2014	201411440
R44 took wrong join and turned finals for R/W08 to land instead of R/W26RH. R44 called to join circuit for landing, was given the info from A/G radio. Rwy 26RH, QNH, QFE and traffic. The aircraft then joined upwind of downwind leg then turned finals 08 to land, when made aware of wrong approach, he admitted that they were looking at the local hotel they wanted to stay at. The Signal SQ was visible, not much traffic, weather fine.					

ROBINSON R44	LYCOMING 540 FAMILY	Initial climb	EGHR (QUG): Chichester/Goodwood	16/08/2014	201411603
UK AIRPROX 2014/161 - R44 and a PA12 at 900ft 0.6nm North of Chichester/Goodwood.					
ROBINSON R44	LYCOMING 540 FAMILY	Non-scheduled maintenance	EGNH (BLK): Blackpool	03/09/2014	201412464
Incorrect assembly of engine valve train. During an unscheduled maintenance input to investigate engine oil leaks, the engine rocker covers were removed. The exhaust valve stem cap for the number 3 exhaust valve was found resting on the cylinder head. The valve train had been dis-assembled 11.1 hours previous to facilitate the replacement of the exhaust rocker push rod and tube. No 3 Cylinder valve train dis-assembled and inspected. Hydraulic tappet collapsed. Push rod tube seals replaced due to leak. Valve train re-assembled.					
ROBINSON R44	LYCOMING 540 FAMILY	Normal descent	Gaydon, Warwickshire	07/08/2014	201412856
UK AIRPROX 2014/173 - R44 and a PA28 at 1500ft.					
ROBINSON R44	LYCOMING 320 FAMILY	Normal descent	EGSD : Great Yarmouth/ North Denes	07/08/2014	201410907
Infringement of the North Denes ATZ (Class G) by an R44. Traffic info given. No RT comms. R44 noted at a height of 1000ft. It crossed the extended centre line of R/W09 then turned left to land at the racecourse. Traffic info given to inbound A139.					
SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Initial climb	EGSH (NWI): Norwich	22/08/2014	201411722
Door warning caption illuminated. Cockpit and Cabin door warning panel illuminated in flight with associated master caution. A/C RTB without further incident. Warning panel diodes tested a u/s. Diodes replaced and panel tested serviceable.					
SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Climb to cruising level or altitude	EGWU (NHT): Northolt	11/09/2014	201412377
UK AIRPROX 2014/170 - S76 and a Falcon 900EX at 2400ft 5nm North East of Northolt.					

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 September 2014 and 30 September 2014

OTHER

CENTRAIR 101	OTHER (N/A)	Landing	EGWC : Cosford	12/08/2014	201412482
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UK Reportable Accident: Hard landing with landing gear retracted. Aircraft substantially damaged. One POB, no injuries reported. Subject to BGA investigation.

GROB G109	GROB 2500	Cruise	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	15/08/2014	201411903
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Infringement of East Midlands CAS (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a Grob G109. A 7000 return was observed to enter the zone from the NE routing towards the EME then continuing SW leaving the zone south of the airfield, and routing to the west, then north of Birmingham and towards the direction of Shawbury. A call to Shawbury to see if he had called them was to the negative. Aircraft type identification was made from the tower and information for the callsign was obtained from the Multilat radar. A number of blind calls were made on 134.175, with no response. Fortunately at the time of the incident there was no inbound or outbound traffic to affect. However, if the infringement had taken place 15/20 minutes later or 10 minutes earlier, then the situation would have been a great deal more serious. Appropriate CAA action is to be taken as a result of this incident.

OTHER (Glider)	OTHER (Not Applicable)	Post-impact	Aboyne Airfield	01/09/2014	201412336
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UK Reportable Accident: Mid-air collision at a gliding competition. Both occupants in one aircraft parachuted safely, no injuries but aircraft destroyed. The other aircraft landed off-site with one POB, no injuries. Investigation referred to BGA.

PZL BIELSKO SZD30	UNKNOWN	Landing	Wormingford, Essex	12/09/2014	201412979
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UK Reportable Accident: Heavy landing. Two POB, no injuries reported. Damage to be assessed. Subject to BGA investigation.

SCHEIBE SF25	LIMBACH	Cruise	EGGW (LTN): London/Luton	07/09/2014	201412056
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Infringement of the Luton CTR (Class D) by two motorgliders resulted in delays to commercial traffic. I was on duty as Luton Radar controller. At approximately 1118 I noticed a primary radar return enter the NE corner of the Luton CTR. The return continued past the Graveley flying area and was heading towards a 3nm final for R/W26 at Luton. I advised the Tower and asked if they could get visual. I also told Essex Radar. Two a/c were given delaying holding vectors for about 8 minutes as a result of the intrusion. One a/c was held by Essex. The tower reported visual and said the intruder was a pair of motor gliders. PA28 out of EGLG requested CTR transit from North to South. VFR clearance was given which took the PA28 towards the unknown return. Traffic info was passed and I asked if he could help identify the intruding aircraft. He acquired visual contact and subsequently got one of the registrations at an estimated altitude of 1200ft. By this time the intruders had passed through the extended centreline 3 1/2 nm East of Luton Airport and continued to leave the zone to the South at 1130. Departures from Luton Airport were stopped as a precaution from 1126-1131. Both motorgliders landed at North Weald at roughly 1155. Appropriate CAA action is being taken as a result of this incident.

SCHEMPP HIRTH STANDARD CIRRUS (75)	UNKNOWN	Landing roll	Rattlesden	20/08/2014	201411519
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UK Reportable Accident: Car drove in front of glider whilst landing, caught wing and ground looped. Damage to flap and wing. One POB, no injuries reported.

SCHEMPP HIRTH VENTUS2CT	SOLO 2350	Normal descent	EGSC (CBG): Cambridge	02/09/2014	201411930
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UK AIRPROX 2014/160 - Glider and a C208 at 2800ft 10nm West of Cambridge.

SCHLEICHER ASW28 18E	SOLO (Kleinmotoren 2350)	Scheduled maintenance	Portmoak	03/08/2014	201411465
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Cracked engine pylon discovered during inspection.

Crack on left hand mount detected during daily inspection and whilst investigating decompressor issue. Engine had run roughly on last flight and previous daily inspections had not detected propagating crack. Cable tie may have partially hidden developing problem. Subsequent crack detected on rearward fuel pump support bracket plate extending outward from drilled mounting aperture. Forward fuel pump mounts have no defect. Last ARC checklist identified no faults found- section 63. Front HT lead replaced during ARC as previous to review engine had been running only on one cylinder during last flights. Vibration source? April 2013 aircraft landed with engine extended and wheel up. Inspection and rectification had been carried out but had reported no pylon damage.

SCHLEICHER ASW28 18E	SOLO 2350	Other (CAMO requested inspection)	EGFF (CWL): Cardiff	20/08/2014	201412458
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Cracked engine pylon- further occurrence.

Further cracks on pylons found. Exactly the same conditions as previous reports. This is the third occurrence of pylon cracks (first reported 25 March 2014). There does not appear to be any maintenance instructions or guidance on installing the engine or anti-vibration mountings plus the pylon on the two aircraft appear to be of an early design. The instruction from the manufacturer is to install alternative pylon as a replacement. The BGA is extremely concerned that an in flight failure of the engine pylon could be catastrophic as the propeller is located just above and to the rear of the pilot this being an engine on an extending pylon. A cracked pylon is an unsafe condition. We believe there should be additional maintenance and inspection guidance for the engine mountings and pylon and consideration given to replacing pylons of a later design that do not appear to have the same issue. BGA has advised owners not to use the engine until an improved pylon is installed or issue resolved by the manufacturer. Urgent action is required by the type certificate holder before there is a further occurrence by issue of a Technical Note (Service bulletin). Investigation under 201403574

SCHLEICHER ASW28 18E	SOLO	Other (CAMO requested inspection)	EGFF (CWL): Cardiff	23/08/2014	201412459
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Cracked engine pylon - further occurrence.

Further cracks on pylons found. Exactly the same conditions as previous reports. This is the fourth occurrence of pylon cracks on the type (first reported 25 March 2014). There does not appear to be any maintenance instructions or guidance on installing the engine or anti-vibration mountings plus the pylon on the two aircraft appear to be of an early design. The instruction from the a/c manufacturer is to install an alternative pylon as a replacement. The BGA is extremely concerned that an in flight failure of the engine pylon could be catastrophic as the propeller is located just above and to the rear of the pilot this being an engine on an extending pylon. A cracked pylon is an unsafe condition. Pylon pending replacement. BGA has advised owners not to use the engine until an improved pylon is installed or issue resolved by the manufacturer. Urgent action is required by the type certificate holder before there is a further occurrence by issue of a Technical Note (Service bulletin). We believe there should be additional maintenance and inspection guidance for the engine mountings and pylon and consideration given to replacing pylons of a later design that do not appear to have the same issue. Investigation under 201403574.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 September 2014 and 30 September 2014

ABBREVIATIONS

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

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