Corporate Communications
External Information Services

15 October 2015
Reference: F0002503

Dear XXXX

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

Your request:

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

Our response:

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

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

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

We have not included identifying information in these summary reports as this information is exempt from disclosure under Section 44(1)(a) of the FOIA.

Section 44(1)(a) provides that information is exempt information if its disclosure is prohibited by, or under, any enactment. Under Section 23 of the Civil Aviation Act 1982, information which relates to a particular person (which includes a company or organisation) and has been supplied to the CAA pursuant to an Air Navigation Order is prohibited from disclosure (a copy of this exemption can be found below).

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

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

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

caroline.chalk@caa.co.uk

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

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

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

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

Yours sincerely

Mark Stevens
External Response Manager

CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

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

File number	UTC date	Aircraft category	Mass group	Manufacturer/model	Manufactur	Location name	Primary Error Factor	Headline	Narrative text
201300110	07/01/2013	Fixed wing	2 251 to 5 700 Kg	SUPERMARINE	SPITFIRE	EGNX (EMA): NOTTINGHAM EAST MIDL	Pilot	UK Reportable Accident: Undercarriage collapsed after landing. One POB, no injuries. A/c substantially damaged. AAIB AARF investigation.	CAA Closure: After landing, the a/c was taxiing to vacate the runway when the undercarriage retracted, causing the wooden propeller to strike the runway and shatter. The pilot stated that he had intended to retract the flaps but inadvertently selected the undercarriage to 'UP': the levers are on different sides of the cockpit. It is apparently a usual practice to retract the flaps a soon as possible after landing to minimise the effect they have on cooling radiator airflow. There is no weight-on-wheels protection circuit. AAIB Bulletin 05/2013, Ref: EW/G2013/01/03.
201300357	11/01/2013	Fixed wing	2 251 to 5 700 Kg	CESSNA	406	EGNH (BLK): Blackpool	Technical Malfunction (A/C)	Go-around flown due to nose gear failure.	Two green lights for the main gear were observed but no green light for the nose gear. The gear unlocked light was not illuminated. The 'Hyd Press' light remained on so the nose gear was presumed to have remained locked up. A missed approach was flown and gear raised. Gears recycled and lowered normally with three green lights observed. Emergency checklist was reviewed with no need for further action. Normal approach and landing continued. This is the third occasion this fault has occurred. AOG awaiting further investigation where nose gear will be disassembled and examined. Reporter suggests area for examination is an internal leak within the nose gear actuator.
201300750	27/01/2013	Fixed wing	0-2 250 Kg	PIPER	PA28	EGBE (CVT): Coventry	Technical Malfunction (A/C)	Full emergency declared due to undercarriage failing to retract. Flypast inspection carried out confirming gear down. A/c returned.	
201300866	29/01/2013	Fixed wing	0-2 250 Kg	MORANE SAULNIER	MS880	EGNU : Full sutton	Technical Malfunction (A/C)	Crack in nose leg strut found during ARC annual inspection.	CAA Closure: The MRO was contacted who are currently awaiting information with regards to the nature of the crack. The ARC for the aircraft has since been reissued and the occurrence may be re opened if any further issues are discovered.
201301056	29/01/2013	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	En route	Technical Malfunction (A/C)	Landing gear failed to retract. Elected to continue to destination. A/c landed safely.	Emergency services attended.
201301152	02/02/2013	Fixed wing	0-2 250 Kg	ROCKWELL	112	Lee on Solent	Not Assessable	UK Reportable Accident: On landing aircraft skidded off the runway. One POB, no injuries. AAIB AARF investigation.	CAA Closure: During the landing roll, the aircraft veered to the left and the pilot was unable to regain control through use of the rudder pedals. The aircraft left the paved surface and encountered soft ground at the runway edge, causing the nose landing gear to dig in and collapse. AAIB Bulletin 07/2013, Ref: EW/G2013/02/01
201301202	01/02/2013	Fixed wing	2 251 to 5 700 Kg	BEECH	200	EGYD : Cranwell	Technical Malfunction (A/C)	LH main landing gear unsafe indication. Airborne inspection confirmed gear down. A/c landed without incident.	On selection of gear down the nose and RH main lights indicated down, followed by a period of approx 10secs in which the gear motor continued to run before the landing gear relay C/B tripped. The bulbs were tested and found to be working. Landing gear manual handle light remained on. Landing gear unsafe indication drill carried out followed by landing gear manual extension drill. Neither resolved the problem. Airborne inspection confirmed gear down. After approx 2hrs the crash landing drill was carried out and a/c landed without incident. On initial inspection the LH landing gear down lock was found to be partially engaged with the down lock pin. A washer was found to be stuck between the mating faces of the upper and lower drag brace links (held in place by excessive grease), preventing full drag brace extension. The washer was removed and mating surfaces cleaned and inspected for damage, none apparent. Landing gear extended and confirmed locked down. Unable to identify source of washer. The RH and nose landing gear bays plus the remaining a/c in the fleet were inspected and any excess grease removed. No adverse findings.
201301228	06/02/2013	Fixed wing	0-2 250 Kg	BEECH	76	EGHH (BOH): Bournemouth/Hurn	Pilot	UK Reportable Accident: Undercarriage collapsed on departure. Three POB, no injuries. AAIB AARF investigation.	CAA Closure: During take-off, the a/c's landing gear partially retracted. The most likely cause was that the landing gear selector lever had been inadvertently selected to 'UP', which may have arisen through contact with the pilot's knee as he made rudder inputs in a brisk crosswind. A safety switch linked to airspeed prevented actual retraction until the airspeed rose above the triggering value during take-off. A detent system designed to prevent inadvertent operation of the gear lever was not effective. AAIB Bulletin 05/2013, Ref: EW/G2013/02/03.
201301312	02/02/2013	Fixed wing	0-2 250 Kg	PIPER	PA28R	EGMD (LYX): Lydd	Technical Malfunction (A/C)	Unsafe landing gear indication.	Pilot reported only two greens in circuit, and 'LH gear unsafe'. A low flypast inspection was carried out where it was confirmed that landing gear appeared normal. Pilot recycled gear and reported a successful three greens indicated. A/c landed safely.
201301340	08/02/2013	Microlight	0-2 250 Kg	CYCLONE AIRSPORT	PEGASUS C	EGPT (PSL): Perth/Scone	Pilot	UK Reportable Accident: Heavy landing with secondary damage. AAIB AARF investigation.	CAA Closure: The aircraft touched down heavily on its nose landing gear deflating the nose gear tyre. The aircraft became airborne again and the pilot initiated a go-around. The aircraft subsequently landed without incident. The pilot attributed the event to a failure to flare the aircraft during the final stages of the approach to land. AAIB Bulletin 07/2013, Ref: EW/G2013/02/12.
201301390	07/02/2013	Fixed wing	0-2 250 Kg	ROCKWELL	112	EGMD (LYX): Lydd	Technical Malfunction (A/C)	Go-around flown for visual inspection due to unsafe gear indication.	Undercarriage appeared down and normal and the a/c landed safely.
201301635	15/02/2013	Fixed wing	0-2 250 Kg	PIPER	PA28	EGGP (LPL): Liverpool	Technical Malfunction (A/C)	UK Reportable Accident: First take-off rejected. During second attempt, engine failed and a/c came to rest, approximately 50m from runway threshold. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The student pilot was preparing to take-off on his first solo flight. The first attempt was abandoned because he felt that the engine power reduced during the take-off roll. On the second attempt, the aircraft became airborne but the engine lost all power at about 300ft. The aircraft force-landed within the airfield perimeter and its nose landing gear collapsed. The instructor commented that he had high regard for his student's flying skills, particularly his handling of the 'engine failure after takeoff' drill. His only regret was that, had he known the reason for aborting the first take-off, he would have instructed the student to abandon the sortie. He states that his organisation has reiterated to all pilots flying with them that they must cancel their flight and return should any problems be experienced prior to take-off. At the time of the Bulletin, no reason for the engine failure has been established. AAIB Bulletin 06/2013, Ref: EW/G2013/02/06.

201301686	16/02/2013	Fixed wing	0-2 250 Kg	SLINGSBY		Burn Gliding Club	Pilot	Tyre burst on landing and the a/c nosed down striking the ground with the propeller and wingtip. Two POB, no injuries.	The pilot was distracted on the approach when focusing on a possible obstruction on the runway and had lost height before completing the turn. Despite bringing the a/c back on track, the a/c landed very heavily. The runway was clear.
201301699	02/02/2013	Fixed wing	0-2 250 Kg	PIPER	PA28	Meppershall Airfield	Not Assessable	Runway excursion.	During take-off run, the a/c swung round and partially departed the runway onto a ploughed field. One wheel remained on the runway surface. A/c sustained damage to propeller, engine and nose wheel spats. No injuries to the one POB.
201301733	17/02/2013	Fixed wing	0-2 250 Kg	AVIONS ROBIN	ATL	EGSU : Duxford	No Fault	Rejected take-off during touch-and-go as pilot suspected a deflated nosewheel tyre.	ATC were informed as the a/c was on the runway. Despatched RFFS for assistance and a/c taxied to parking area.
201301763	20/02/2013	Rotorcraft	2 251 to 5 700 Kg	AEROSPATIALE	SA365	EGPE (INV): Inverness	Design / Manufacture	Extensive damage caused to main wheel and brake unit due to incompatible parts installed.	CAA Closure: This is a design issue related to wheel brake and undercarriage leg compatibility. Spacer part nr 16719 sits between the brake unit mounting flange and onto which the wheel bearing sits thus providing the gap between the wheel hub and the mounting plate. For the aircraft in question the LH main leg installed was 18015-100 with a 5003647-2 brake unit, which is shown as fully compatible configuration iaw manufacturers IPC, it was noted in this configuration the spacer sits inside the mounting flange reducing the effective length of the assembly and allowing the contact to occur. When looking at other aircraft with this model of MLG it was noted that a brake unit 5003647-1 was installed, in this configuration the spacer sits on the brake unit mounting flange with a correct distance between the wheel and hub maintained. It was further noted that the 5003647-2 brake unit has an increased diameter central hole to allow for an improved MLG with conical axle roots. The operator remains in contact with the aircraft manufacturer on this issue and are seeking to have the CAW updated to reflect the correct configurations. The manufacturer have indicated that this will be carried out in due course and as an interim measure have provided back to the operator a temporary Technical Letter authorising a range of different acceptable configurations.
201301831	17/02/2013	Microlight	0-2 250 Kg	ZENAIR	CH601	Nr Cumnock	Not Assessable	UK Reportable Accident: Canopy detached in flight. A/c made forced landing and tipped onto its nose having collapsed the NLG. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot had been airborne for about 10mins when the canopy suddenly detached from the aircraft. He made a forced landing, but the ground was rougher than expected and the aircraft was badly damaged as a result; the pilot was uninjured. The reason for the canopy detachment was not immediately evident. The Light Aircraft Association is investigating the various possibilities for this scenario including a foreign object becoming trapped by a rear hook or wear causing an apparently locked mechanism to fail to retain the canopy. AAIB Bulletin 06/2013, Ref: EW/G2013/02/07.
201301833	17/02/2013	Fixed wing	0-2 250 Kg	PIPER	PA28	EGEO (OBN): OBAN	Not Assessable	Runway excursion.	A/c left runway at speed cutting across grassed area. Pilot reported that new brakes had caused this. Crash alarm operated and fire services attended.
201301882	22/02/2013	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EGAA (BFS): Belfast/Aldergrove	Technical Malfunction (A/C)	Go-around flown due to landing gear unsafe indication.	Only one green light appeared and the red unsafe illumination remained on. During the go-around, ATC confirmed that the landing gear appeared down. Gear was recycled and two greens showed for the main wheels. The emergency extension was used and resulted in three greens. An uneventful landing followed.
201302316	02/03/2013	Fixed wing	0-2 250 Kg	PIPER	PA44	EGKA (ESH): Shoreham	Technical Malfunction (A/C)	Landing gear panel not indicating three green lights.	Flypast inspection carried out and tower confirmed gear down. Full emergency initiated. After holding, the problem had been rectified so the full emergency was downgraded. A/c landed safely.
201302412	08/03/2013	Fixed wing	0-2 250 Kg	DIAMOND	DA42	EGNE : Repton/Gamston	Design / Manufacture	Insufficient control clearance was found between a bolt in the rudder system and the nose wheel steering mechanism during a post-inspection rebuild.	A minimum clearance of 2mm is required but the clearance found was 0.8mm. Inspection showed an incorrect part number for the bolt fitted. The system has not been disturbed since manufacture so it is believed that this has been the situation since a/c build. (The minimum clearance is specified by MSB-42NG-016/1 which is N/A to this airframe by serial number). When the correct size bolt was fitted however, sufficient clearance was obtained. Manufacturer advised.
201302438	07/03/2013	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EGMD (LYX): Lydd	Technical Malfunction (A/C)	Landing gear malfunction. 'Gear unsafe' lights would not extinguish.	Several attempts were made recycling the landing gear and using the emergency gear lowering procedure but red gear unsafe lights remained on each time. Pilot reported to tower and requested an engineer in the tower for flypast inspection. Local standby was initiated and several flypasts were carried out. The gear appeared to be down but the undercarriage doors remained open, indicating incomplete lowering cycle. Eventually the best indication was RH main gear and nose gear lights green and red gear unsafe light. The a/c was landed with weight kept off LH gear for as long as possible and was brought to a stop on the runway. RFFS and engineer attended and the LH gear was confirmed to be not locked. It was made safe before taxi. Corroded bolts were found to be the source of the problem. Reporter states that an amendment to the AMP will be made to increase the replacement of these bolts.
201302478	04/03/2013	Fixed wing	0-2 250 Kg	OTHER		Chilton Park	Pilot	UK Reportable Accident: Nosewheel collapsed on landing. Two POB, no injuries. A/c damaged. AAIB AARF investigation.	CAA Closure: The aircraft arrived, expecting to land on grass R/W22L/04R. However, the pilot saw that that runway was being used to lay out a hot air balloon prior to flight, so he selected R/W33 instead and made a descending right turn towards the threshold. He stated that he crossed the threshold 'possibly a bit too fast' at a height of 100ft and the first touchdown caused the aircraft to bounce slightly. On the third touchdown the nosewheel hit a bump and collapsed, causing the propeller and engine cowling to strike the ground as the aircraft came to a halt. Whilst remarking that the runway surface was somewhat uneven, the pilot acknowledged that the accident was caused by too much speed prior to touchdown coupled with his failure to go-around as the bouncing commenced. AAIB Bulletin 06/2013, Ref: EW/G2013/03/04.
201302596	12/03/2013	Fixed wing	0-2 250 Kg	PIPER	PA28	EGTE (EXT): Exeter	Pilot	UK Reportable Accident: On landing the a/c bounced several times before leaving the paved area and coming to rest on the grass. AAIB AARF investigation.	CAA Closure: The pilot rounded out normally and the main wheels touched down but as the nosewheel touched down, the aircraft bounced several times and the nose landing gear collapsed. The aircraft veered to the right and departed the runway, coming to rest on the grass. The pilot isolated the fuel and the electrical system before exiting through the normal door. The pilot considered that he had probably been a little fast on the approach which led to a fast touchdown. As the aircraft bounced, he had allowed a Pilot Induced Oscillation (PIO) to develop, which had caused the damage to the nose landing gear. He felt he should have initiated a go-around when the aircraft first bounced. AAIB Bulletin 08/2013, Ref: EW/G2013/03/13.

201302897	25/02/2013	Rotorcraft	2 251 to 5 700 Kg	AGUSTA	A109	EGKR (KRH): Redhill	Technical Malfunction (A/C)	A/c returned due to landing gear malfunction. Gear failed to retract.	Several attempts were made to retract the landing gear but no success. A/c landed safely. Engineers inspection found that the safety locking pin was not disengaging, preventing the lever from moving. The locking pin's disengagement is activated by the weight on wheels switch, which was found to be just on the cusp of activating. The switch rigging was adjusted to operate correctly. System tested, all satisfactory and a/c returned to service.
201302904	20/03/2013	Fixed wing	0-2 250 Kg	DIAMOND	DA42	EGNE : Repton/Gamston	Technical Malfunction (A/C)	PAN declared due to undercarriage malfunction. A/c landed safely.	
201302976	02/03/2013	Fixed wing	0-2 250 Kg	PIPER	PA28R	EGSP : Peterborough/Sibson	Pilot	UK Reportable Accident: Nosewheel collapsed on landing. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot flew a normal approach but made a heavy landing, resulting in the nose landing gear collapsing. There had been no unusual landing gear indications or warnings prior to the accident. The pilot attributed the hard landing to handling error. AAIB Bulletin 08/2013, Ref: EW/G2013/03/03.
201302978	14/03/2013	Fixed wing	0-2 250 Kg	GROB	G103	Long Mynd Airfield	Not Assessable	UK Reportable Accident: Undercarriage collapsed on landing. Two POB, no injuries reported. A/c substantially damaged. BGA investigation.	
201303545	20/03/2013	Fixed wing	0-2 250 Kg	DIAMOND	DA42	EGNE : Repton/Gamston	Technical Malfunction (A/C)	PAN declared and a/c diverted due to unsafe LH main gear indication.	Pilot requested diversion due to no green undercarriage lights then declared that he would be shutting down LH engine on approach. A/c landed safely with emergency services in attendance.
201303654	07/04/2013	Fixed wing	0-2 250 Kg	PIPER	PA28R	EGST : Elmsett	Not Assessable	UK Reportable Accident: Nosewheel folded up on landing, aircraft slid for 20yrds but remained on the runway. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot reports that, after a normal approach, called finals at about 2 miles, selected the landing gear down and applied two stages of flap. Slowing to 80mph, he applied the third stage of flap and touched down on the mainwheels but, as he allowed the nose to lower, it continued to drop and he heard the propeller strike the ground before the aircraft slid gently to a stop. The pilot was surprised that the nose gear had collapsed because he felt that he had made a "text book" landing. When the maintenance company arrived to recover the aircraft, they were able to manually extend the nose gear and move it into downlock, following which it was towed to a hangar. The pilot could not recall whether he had seen the 'three greens' indication which would be expected for a correctly locked landing gear. The maintenance company have reported that, having raised the aircraft on jacks, numerous selections of the gear resulted in the nose gear locking down normally and all indications and audio warnings functioned correctly. No pre-existing mechanical or electrical faults have been identified. AAIB Bulletin 07/2013, Ref: EW/G2013/04/07.
201303773	06/04/2013	Microlight	0-2 250 Kg	FLIGHT DESIGN		EGLS : Old sarum	Technical Malfunction (A/C)	UK Reportable Accident: Aircraft nosed over on landing and came to rest inverted. Two POB, one serious injuries and one minor injuries. AAIB AARF investigation.	CAA Closure: The aircraft bounced slightly on landing. The pilot opened the throttle to assist with controlling the aircraft, but the engine did not respond. After a series of pitch excursions, the nose landing gear collapsed and the aircraft inverted. AAIB Bulletin 07/2013, Ref: EW/G2013/04/16.
201303782	06/04/2013	Microlight	0-2 250 Kg	JABIRU		Farm airstrip nr Melksham	Met	UK Reportable Accident: On landing a/c hit ditch and bounced twice. Landing gear collapsed. One POB, no injuries. AAIB AARF investigation.	CAA Closure: After taking off in a northerly direction the aircraft encountered rather turbulent conditions, so it was decided to curtail the flight and return to the airstrip. As the pilot descended on final approach there was still some turbulence, so he configured the aircraft with two stages of flaps (30deg) and increased the approach speed from 50 to 55kts. The pilot was satisfied with the final approach, although there was a significant crosswind. Approaching the flare the aircraft was slightly fast and the pilot anticipated a slightly late touchdown. However, the aircraft suddenly sank from about 10ft onto the airstrip, which the pilot thought may have been due to an unexpected wind shift. The aircraft then encountered a bump about halfway along the 500m strip, and bounced back into the air. When it touched down again the nose leg collapsed, followed by the right leg. The aircraft veered to the right but remained substantially upright. AAIB Bulletin 08/2013, Ref: EW/G2013/04/02.
201303796	09/04/2013	Fixed wing	2 251 to 5 700 Kg	BRITTEN NORMAN	BN2B	EGEF : Fair isle	Technical Malfunction (A/C)	LH brake failure on landing with smoke seen from undercarriage.	Following normal touchdown in crosswind a/c decelerated to 40kts at which point LH brake failed with smoke seen from LH mainwheel assembly. Speed bought under control using LH rudder and nosewheel deflection against RH braking. A/c taxied to stand normally. Brakes had been checked as per Check A at the start of the day, and an investigation is proceeding as to the method of that check. The smoke seen was a result of hydraulic fluid seeping onto a hot brake disc. Further investigation after replacement of the calliper unit showed the inner fixed disc lining to be 0.003" beyond limits.
201303903	06/04/2013	Fixed wing	0-2 250 Kg	OTHER		Defford	Technical Malfunction (A/C)	UK Reportable Accident: Forced landing due to engine failure. A/c landed in a field next to the airstrip. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The engine stopped abruptly and the aircraft landed in a fallow field close to the runway, during which the nose landing gear collapsed. The pilot commented that the nature of the engine stoppage suggested fuel starvation, but an examination immediately after the accident found sufficient fuel onboard and no fuel system defect. The builder of the aircraft has undertaken to advise the AAIB of the results of an engine run. AAIB Bulletin 08/2013, Ref: EW/G2013/04/04.
201303929	06/04/2013	Microlight	0-2 250 Kg	OTHER		Sackville Lodge Farm	Not Assessable	UK Reportable Accident: Nosewheel collapsed on landing causing the aircraft to become inverted. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The grass runway had been unusable for most of the previous three months due to snow and heavy rain. On the day before the accident, the pilot inspected the runway and was satisfied that, although the ground was still soft, it was suitable for microlight operations. The following day, several other aircraft were flying from the airfield. The flight was uneventful until final approach, when the pilot encountered a rising thermal. This necessitated a slipped approach, with the pilot recovering from the slip shortly before landing. Mindful of the soft ground, the pilot 'held off' to reduce airspeed to as low as possible, before making a normal touchdown. As he relaxed pressure on the controls, the aircraft decelerated rapidly as the nose leg dug into the surface and folded underneath the aircraft. At very slow speed, the aircraft continued to pitch nose down and inverted. The pilot was uninjured and vacated the aircraft without difficulty. AAIB Bulletin 07/2013, Ref: EW/G2013/04/05.
201303974	02/04/2013	Microlight	0-2 250 Kg	OTHER		Cockerham, Lancashire	Met	UK Reportable Accident: A/c came to a stop and nosed over. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The aircraft made a normal approach to the runway but as the pilot flared for touchdown, he experienced a strong gust of wind from the right. The right wing lifted and the nosewheel and left mainwheel struck the ground heavily. The nose landing gear collapsed and, after a short distance, the aircraft nosed over onto its back. Both occupants were able to exit the aircraft without difficulty. The pilot assessed the cause of the accident as a sudden gust of wind, of considerable strength from the right, immediately before touchdown when the aircraft was at a very low height. The lifting of the right wing was sudden and the pilot was unable to correct the roll before the wheels struck the runway. Had there been more height, the pilot stated that he would have been able to correct the roll and initiate a go-around. AAIB Bulletin 07/2013, Ref: EW/G2013/04/01.
201304086	18/04/2013	Fixed wing	2 251 to 5 700 Kg	PIPER	PA42	EGEO (OBN): OBAN	Pilot	Burst tyre on landing caused a/c to veer off runway and breaking a runway edge light.	On touchdown over braking led to a LH main tyre burst. Directional control was established and a/c brought safely to a stop. Fire services attended. A/c taxied to a parking area and passengers safely disembarked.

201304158	17/04/2013	Fixed wing	0-2 250 Kg	CESSNA	210	EGGP (LPL): Liverpool	Technical Malfunction (A/C)	A/c left the paved surface following a landing in strong crosswinds.	A partial brake failure resulted in the a/c leaving the runway onto the Southern grass verge. The pilot managed to recover control of the a/c and re-establish on the runway before vacating. A/c was able to taxi under own power to apron, with emergency services in attendance. Runway inspection carried out.
201304188	20/04/2013	Fixed wing	0-2 250 Kg	PIPER	PA28	EGPK (PIK): GLASGOW PRESTWICK	Pilot	Go-around flown following a bounced landing in fairly windy conditions. Pilot later realised that a propeller strike had occurred.	The a/c had bounced twice and the pilot initiated a go-around, landing safely on the second attempt. ATC were contacted by the pilot approx 15-20mins after landing, when he had become aware of damage to the a/c propeller and nosewheel cowling. A subsequent runway inspection found fibreglass debris and gouge marks to the tarmac at the intersection point of R/W21 and R/W31.
201304340	23/04/2013	Rotorcraft	2 251 to 5 700 Kg	MD HELICOPTER	MD900	EGXZ : Topcliffe	Not Assessable	Damper sleeves damaged. Suspected heavy landing.	Engineers were carrying out reseating of main rotor blade pins. On climbing on the a/c to carry out this task a loud creaking/grinding noise was heard coming from the RH side undercarriage damper. On inspection the damper outer sleeve was found to be misaligned with the inner sleeve. The LH damper was inspected and found to be in the same condition. On removing both outer covers, two of the LH side outer sleeve locating spigots had been sheared and one on the RH side. There was evidence of binding between the inner and outer sleeves on both dampers. Further inspection of the forward cross tube revealed significant lateral movement (1/2in) of the cross tube within the saddle clamps. Engineers suspect the damage was caused by a heavy landing. A/c to be inspected for hard landing. On loading the a/c onto the low loader for road transport the remaining three pins that had not sheared previously now sheared and both LH and RH damper sleeves were now free to move around the damper.
201304344	20/04/2013	Microlight	0-2 250 Kg	COMCO IKARUS	IKARUS C4	Nr Garristown	Pilot	UK Reportable Accident: Wire strike on approach to land in open field. Two POB, no reported injuries. Minor damage to a/c. Third party damage, two 20kv power lines severed. AAIU investigation.	While conducting an approach into a private agricultural field, the aircraft made contact with and severed two power lines. The pilot performed a go-around and returned to a local private airstrip, during the landing rollout, the port side main undercarriage collapsed. AAIU Report No 2013-012.
201304686	22/04/2013	Microlight	0-2 250 Kg	OTHER		Swansea	Met	UK Reportable Accident: Forced landing carried out due to deteriorating weather. Aircraft struck a stone causing nose leg to collapse. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The aircraft was one of two which encountered rapidly deteriorating weather conditions during a ferry flight. The pilot carried out a forced landing, during which the nose landing gear struck a surface obstacle, causing it to buckle and swing the aircraft into a bank. The pilot and his passenger were uninjured. AAIB Bulletin 07/2013, Ref: EW/G2013/04/15.
201304689	20/04/2013	Fixed wing	0-2 250 Kg	ROCKWELL	112	EGCV : Sleap	Technical Malfunction (A/C)	Landing gear failed to lock into place. Aircraft circled and after approx 1hr the landing gear successfully locked down and aircraft landed safely.	
201304710	01/05/2013	Fixed wing	0-2 250 Kg	PIPER	PA38	EGGP (LPL): Liverpool	Technical Malfunction (A/C)	Aircraft reported nose wheel steering problems and had taxied on to the grass north of R/W27. The aircraft was moved clear by the RFFS.	
201304735	24/04/2013	Fixed wing	0-2 250 Kg	SOCATA	TB20	EDDR (SCN): Saarbrucken	Technical Malfunction (A/C)	Noise from nose wheel on departure. Flight continued as normal until upon landing, once the nose wheel touched the runway, the aircraft veered to one side, but did not leave the runway.	

201304888	04/05/2013	Fixed wing	0-2 250 Kg	PIPER	PA34	EGNH (BLK): Blackpool	Technical Malfunction (A/C)	ATC observed departing aircraft main undercarriage appeared to be stuck down but loose.	Pilot confirmed situation and requested fly-by. After one circuit aircraft landed safely.
201304968	01/05/2013	Fixed wing	0-2 250 Kg	PIPER	PA46	EGMD (LYX): Lydd	Technical Malfunction (A/C)	PAN declared due to aircraft electrical failure including brief loss of comms.	Pilot reported the undercarriage could not be lowered, along with no flaps. Another pilot, based at the airfield with PA46 experience, offered to speak with the pilot having trouble and advise how to lower the undercarriage. Aircraft eventually made a safe landing.
201305012	03/05/2013	Fixed wing	2 251 to 5 700 Kg	SHORT	SC7	Weston-on-the-Green	Technical Malfunction (A/C)	UK Reportable Accident: Nosewheel and yoke assembly detached during landing. Four POB, no injuries. AAIB AARF investigation.	CAA Closure: As the nosewheel contacted the ground on touchdown the nosewheel and yoke assembly detached from the aircraft. The aircraft veered off the runway and came to a stop with a nose-down attitude. There were no injuries to the crew or passengers. The nose landing gear had fractured across the plated portion of the oleo. A forensic examination of the damaged nose landing gear assembly is being carried out by the manufacturer. AAIB Bulletin 11/2013, Ref: EW/G2013/05/02.□ Supplementary 12/02/2015:□ Safety action□ The manufacturer has issued a Service Bulletin (SB) 32-17M that defines□ a one-off visual and NDT inspection for all Short Skyvan NLG sliding tubes□ installed on aircraft and held as spares. These inspections are mandated by□ an EASA Airworthiness Directive 2014-0246 effective from 26 November 2014.□ At this stage no further corrective actions resulting from this investigation are□ proposed. However, the manufacturer will monitor the responses to SB 32-17M□ and if necessary take action to maintain the continued airworthiness of the fleet.
201305064	08/05/2013	Fixed wing	0-2 250 Kg	PIPER	PA28R	United Kingdom EGMT: Thurrock	Technical Malfunction (A/C)	PAN declared due to the RH landing gear problem. The aircraft was diverted and landed safely.	
201305227	06/05/2013	Fixed wing	0-2 250 Kg	CESSNA	172	EGNJ (HUY): Humberside	Pilot	C172 pilot allegedly felt under pressure when requested to expedite clearance of R/W20, due to a following helicopter on approach, resulting in C172's LH tyre and tube bursting when braking heavily after using excessive speed to turn off the runway.	C172 was pushed clear of R/W20 and Taxiway E. No reported injuries. No damage to C172 other than the burst tyre and tube. Investigations indicate that the C172 pilot misunderstood the controller's request asking if the C172 pilot was able to vacate the runway as an instruction and this resulted in the heavy braking and the LH tyre bursting. The pilot could have responded in the negative and the controller would have allowed the C172 to continue down the runway with the following helicopter allowed to continue or land after. However the C172 pilot appears to have started to turn on the runway without clearance to backtrack and as a result of heavy braking the LH tyre burst.□ CAA Closure: The ATSU reported that whilst vacating the C172 at E would have provided expedition, there was no overiding operational requirement for the C172 to vacate at E. Had the controller been aware of the pilot's inexperience, the C172 would have been allowed to continue rolling to the next turning.
201305227	06/05/2013	Rotorcraft	Unknown	UNKNOWN		EGNJ (HUY): Humberside	Pilot	C172 pilot allegedly felt under pressure when requested to expedite clearance of R/W20, due to a following helicopter on approach, resulting in C172's LH tyre and tube bursting when braking heavily after using excessive speed to turn off the runway.	C172 was pushed clear of R/W20 and Taxiway E. No reported injuries. No damage to C172 other than the burst tyre and tube. Investigations indicate that the C172 pilot misunderstood the controller's request asking if the C172 pilot was able to vacate the runway as an instruction and this resulted in the heavy braking and the LH tyre bursting. The pilot could have responded in the negative and the controller would have allowed the C172 to continue down the runway with the following helicopter allowed to continue or land after. However the C172 pilot appears to have started to turn on the runway without clearance to backtrack and as a result of heavy braking the LH tyre burst.□ CAA Closure: The ATSU reported that whilst vacating the C172 at E would have provided expedition, there was no overiding operational requirement for the C172 to vacate at E. Had the controller been aware of the pilot's inexperience, the C172 would have been allowed to continue rolling to the next turning.
201305238	12/05/2013	Fixed wing	0-2 250 Kg	PERCIVAL	P10VEGA G	EGKB (BQH): Biggin hill	Technical Malfunction (A/C)	Serious Incident: A/c lost tail wheel on departure from runway. Full emergency landing was performed with no further incident. One POB, no injuries. AAIB AARF investigation	CAA Closure: After take-off the pilot was informed that a tailwheel assembly had been found on the runway. A flypast of the control tower confirmed that the aircraft's tailwheel was missing. The pilot subsequently made an uneventful landing. Examination of the aircraft revealed that the bolt attaching the tailwheel assembly to the fuselage was missing. The bolt is located behind a fairing in the rear fuselage and is therefore not visible during pre-flight checks. There is no requirement to carry out a scheduled inspection of the tailwheel mounting structure. As the bolt was not recovered, the reason for the failure could not be determined. AAIB Bulletin 08/2013, Ref: EW/G2013/05/05.
201305306	08/05/2013	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EGBK (ORM): Northampton/Sywell	Pilot	Runway overrun. Pilot perceived that brakes were not working as expected.	Investigation found nothing unusual, however the brakes were back-bled as a precaution and subsequent brake performance check was satisfactory. It is thought possible that the pilot did not brake properly, he may not have applied full pressure to the correct part of the brake pedals or, he may have braked late. The pilot was adamant that he braked hard and fully but the a/c did not slow down. The company's safety sub-committee have taken appropriate action.
201305333	02/05/2013	Fixed wing	0-2 250 Kg	JODEL	D112	EGNF : NETHERTHORPE	Not Assessable	Heavy landing.	Cracks found at the top of both sides landing gear.
201305417	08/05/2013	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EGMD (LYX): Lydd	Technical Malfunction (A/C)	LH MLG unsafe gear indication. Several flypast inspections carried out which confirmed gear down. A/c landed safely.	Local standby called.

201305562	02/05/2013	Microlight	0-2 250 Kg	JABIRU	JABIRU	EGNW : Wickenby	Technical Malfunction (A/C)	UK Reportable Accident: Landing gear bolt snapped on landing and a/c veered off the runway. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: As the aircraft touched down after completing a training flight the left landing gear leg collapsed and, despite the pilot's attempts to maintain heading, the aircraft veered off the runway onto the grass. It came to rest with its left landing cantilever spring leg partially detached from the surrounding structure, twisted forwards and underneath the fuselage. This was caused by the failure of its three mounting bolts. It was found that the aircraft was fitted with the original design 5/16 inch diameter landing gear mounting bolts rather than the recommended 3/8 inch diameter bolts detailed in Service Bulletin (JSB) 008-1. It was noted that the JSB was not mandatory at the time of the incident. As result of this and a recent previous incident, action is now being taken by the Light Aircraft Association to mandate relevant JSB's with the publication of an Airworthiness Information Leaflet. AAIB Bulletin 10/2013, Ref: EW/G2013/05/06.
201305684	03/05/2013	Microlight	0-2 250 Kg	OTHER		Landmead	3rd Party	UK Reportable Accident: During landing aircraft swerved, causing the nose leg and right main gear leg to collapse. Two POB, no injuries. A/c damaged. AAIB AARF investigation.	CAA Closure: The subject aircraft was parked when a member of the ground crew observed it being "lifted off the ground" several times as a helicopter landed nearby. Before departing the pilot made only a quick pre-flight check because the helicopter was due to start up. During the landing roll at the destination location the pilot applied the brakes and the aircraft swerved left, causing the nose leg and right main gear leg to collapse. The pilot considered that some damage may have been caused at the departure location which a more thorough pre-flight inspection might have revealed. AAIB Bulletin 11/2013, Ref: EW/G2013/05/09.
201305810	20/05/2013	Fixed wing	0-2 250 Kg	DIAMOND	DA42	EGDM : Boscombe down	Technical Malfunction (A/C)	PAN declared due to LH landing gear light not illuminating upon landing gear selection whilst on approach.	The pilot recycled the landing gear selection sequence with the same result. The pilot elected to perform a low pass over R/W05 and received confirmation from the observation caravan the undercarriage was down. Subsequent approach was successful. Upon landing it was found the indicator bulb for the left main undercarriage was inoperative and replaced.
201305926	24/05/2013	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EGAA (BFS): Belfast/Aldergrove	Technical Malfunction (A/C)	Local standby initiated due to reported undercarriage problem.	Pilot reported only two green lights illuminated and that the LH main landing gear was indicating in the retracted position. A flypast inspection was carried out. The pilot reported that he now had three green lights and with visual confirmation from the ATCO on duty that all three wheels were deployed, the decision was made to position downwind for approach. The a/c landed safely with emergency services in attendance.
201305944	25/05/2013	Fixed wing	0-2 250 Kg	PIPER	PA22	EGTR : Elstree	Not Assessable	UK Reportable Accident: Brakes failed on landing and aircraft departed the runway, travelled across grass coming to rest nose down in a ditch. Three POB, no injuries. AAIB AARF investigation.	CAA Closure: The aircraft was landing when the pilot sensed that the brakes had failed and realised that it would not stop before the end of the paved surface. At a very slow speed the aircraft ran onto the grass and came to a halt in a nose-down attitude with the nosewheel in a ditch. The braking system was found to be operational after the aircraft was recovered; the reason for the overrun could not be established. AAIB Bulletin 09/2013, Ref: EW/G2013/05/17.
201305945	25/05/2013	Fixed wing	0-2 250 Kg	PIPER	PA28	EGNT (NCL): Newcastle	Technical Malfunction (A/C)	Aircraft experienced a puncture upon slowing to taxi speed after landing.	The LH tyre deflated and the aircraft veered to the left onto the grass. No damage or injuries.
201305946	25/05/2013	Fixed wing	0-2 250 Kg	ROCKWELL	112	EGMD (LYX): Lydd	Technical Malfunction (A/C)	PAN declared due to undercarriage problem reported.	Aircraft requested to return to base for a low approach possibly to land. All three wheels were observed to be down but still only indicating two green lights. The aircraft proceeded to land safely with emergency services present.
201305977	27/05/2013	Fixed wing	2 251 to 5 700 Kg	BEECH	200	EGBJ (GLO): Gloucestershire	Technical Malfunction (A/C)	Burst tyre on landing	As the a/c touched down, smoke was observed from the LH undercarriage. Pilot was advised and asked if any assistance was needed but this was declined. As the a/c passed North of the tower, more smoke was observed so a ground incident was initiated and RFFS deployed. The a/c stopped on the runway and it was reported that the outer tyre had burst. A/c was able to taxi back to parking area.
201305978	27/05/2013	Fixed wing	0-2 250 Kg	PIPER	PA28	EGBO : WOLVERHAMPTON	Technical Malfunction (A/C)	Undercarriage oleo assembly found to be loose.	During replacement of the LH main wheel following a tyre change (due to a flat tyre in the field) it was noticed that the undercarriage oleo assembly was moving. Further inspection revealed the four top spar screws and three of the lower spar bolts to be loose. The fourth lower bolt had sheared off and was seen to be heavily rusted. Significant slop in the leg suggests fretting damage to the spar caps and elongation of the bolt holes. Cracks were visible on the upper leg casing. Reporter is not the a/c maintainer and has informed the operator.□ CAA Closure: □ The reported fault was confirmed and the aircraft was ferried to an approved organisation for repair. Since then, the registered owner has changed and the aircraft moved to Malta along with its technical records. Additionally, the maintenance organisation at the time has ceased operating and a review of the maintenance history has not been possible.

201305988	26/05/2013	Fixed wing	0-2 250 Kg	SLINGSBY	T67	EGNJ (HUY): Humberside	Technical Malfunction (A/C)	UK Reportable Accident: A/c lost nose wheel during take-off and diverted. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: During take-off, the nose landing gear oleo and nosewheel detached from the aircraft. The pilot reported that the take-off was normal, except that he had felt a minor “bump” through the rudder pedals at rotation. After discussions with the Chief Flying Instructor on the VHF radio, a decision to divert was made. After making a practice approach the pilot selected the engine, fuel and battery ‘OFF’ on short final and landed on the foam covered runway. The aircraft remained upright and the pilot and passenger, who were uninjured, were able to vacate the aircraft normally. The pilot reported that the upper part of the torque link appeared to have failed and that the lower part of the link was found still attached to the lower oleo assembly. The maintenance organisation confirmed that the circlip which located the oleo into the leg was found with the detached oleo and it appeared that the failed torque link had allowed the oleo drop out as the aircraft became airborne. The reason for the upper torque link failure had not been identified. AAIB Bulletin 10/2013, Ref: EW/G2013/05/18.
201306037	16/05/2013	Fixed wing	0-2 250 Kg	PIPER	PA32R	EGSX : North Weald	Not Assessable	UK Reportable Accident: Following an in flight return landing gear collapsed on landing. Two POB no injuries. Subject to AAIB AARF Investigation.	
201306059	16/05/2013	Fixed wing	0-2 250 Kg	LANCAIR	320	EGHS : Henstridge	Pilot	UK Reportable Accident: A/c made a heavy landing causing the propeller to strike the ground. One POB, no injuries. AAIB AARF investigation.	CAA Closure: On touchdown the aircraft bounced and, in trying to retrieve the situation, pilot overcorrected and the aircraft then landed heavily on its nosewheel. After taxiing back to the hangar and shutting down he discovered that the propeller tips were badly damaged and the nosewheel fork was distorted. AAIB Bulletin 11/2013, Ref: EW/G2013/05/14.
201306087	28/05/2013	Fixed wing	2 251 to 5 700 Kg	RAYTHEON	390	EGNR : Hawarden	Technical Malfunction (A/C)	PAN declared due to undercarriage problems on initial climb. Aircraft returned.	Aircraft requested to stay in the local area to try to resolve the issue. After recycling the undercarriage, the pilot informed the controller the undercarriage was now fully locked down and wanted to make an approach to land. Aircraft landed safely. Fire services attended.
201306095	26/05/2013	Microlight	0-2 250 Kg	FLY BUY ULTRALIGH	IKARUS C4	EGLS : Old sarum	Pilot	UK Reportable Accident: The aircraft made a heavy touchdown and the left main landing gear collapsed. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot flew a normal approach the aircraft “ballooned” in the flare, which the pilot attributed to him pulling the control column back too far. He attempted to recover the situation by applying a small amount of power to control the descent on to the runway. However, the aircraft made a heavy touch down and the left main landing gear collapsed, causing the aircraft to veer sharply to the left and off the grass runway. The pilot and his passenger, who were both wearing full harnesses, were uninjured. In his report, the pilot recognised that a go-around would have been the correct course of action. AAIB Bulletin 08/2013, Ref: EW/G2013/05/19.
201306102	16/05/2013	Fixed wing	0-2 250 Kg	AVIONS ROBIN	DR400	Inverness-shire	Not Assessable	Taxiing to line up on runway, nosewheel went into a dip and propeller struck the ground.	
201306165	23/05/2013	Fixed wing	0-2 250 Kg	PIPER	PA34	LPCS : Cascais	Not Assessable	Overseas Accident: A/c landed with landing gear retracted. Three POB, no further details.	Foreign authority has indicated that they will not be investigating this accident.
201306355	31/05/2013	Fixed wing	0-2 250 Kg	OTHER		Swanborough Farm	Not Assessable	UK Reportable Accident: A/c lost main landing gear wheel. On landing, the gear leg dug into runway and a/c cartwheeled. One POB, no injuries. AAIB AARF investigation.	CAA Closure: On touching down on R/W24, the aircraft immediately pitched forward, yawed to the right and cartwheeled before coming to rest only 30yrds from the touchdown point. The pilot evacuated the aircraft normally via the opening canopy and immediately saw that the right mainwheel was missing and that the landing gear leg had ‘dug in’ to the grass. The missing wheel and brake assembly was found some considerable distance to the left of R/W24. The pilot had taken off from R/W06 and he was of the opinion that the distribution of the components showed that the wheel had departed on take-off, although the presence of the wheel spat close to the touchdown point suggested that it had probably detached on landing. On examination it was found that the threads of all four bolts securing the wheel and brake mechanism to the landing gear strut had stripped. At the time of preparation of this report, no reason for this condition has been established, although the Light Aircraft Association (LAA) has requested the parts for examination. AAIB Bulletin 10/2013, Ref: EW/G2013/05/21.
201306454	04/06/2013	Fixed wing	0-2 250 Kg	PIPER	PA32RT	EGJJ (JER): Jersey, Channel Is.	3rd Party	Unescorted vehicle was observed to have crossed live Taxiway A and a permanently lit stop bar onto RET F to gain access to a PA32 that had stopped on RET F due to a right main puncture.	RFFS were in attendance to remove the PA32, and an Airfield Ops vehicle had carried out a runway inspection and were waiting for the PA32 to be moved and to assist with passengers if required, however engineers changed the PA32's wheel and the a/c made its own way back. Once the runway had been opened, the driver of the unescorted vehicle was interviewed and allegedly explained they had tried to get the attention of the attending crews to help but could not, so had decided to gain access off their own back.
201306499	25/05/2013	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EGAA (BFS): Belfast/Aldergrove	Technical Malfunction (A/C)	Upon selecting landing gear, only two green lights showed.	The pilot contacted tower to request a low pass to see whether the landing gear had extended fully or not. Upon recycling the system, the aircraft landed safely. Aircraft investigation found a defective microswitch.

201306614	07/06/2013	Fixed wing	2 251 to 5 700 Kg	PIPER	PA42	EGTK (OXF): Oxford/Kidlington	Technical Malfunction (A/C)	Undercarriage nose wheel failed to retract or lock down. Flypast inspection carried which confirmed gear down but offset. Aircraft returned.	After departure, on checking gear up pilot realised that the gear unsafe light was on. He recycled the gear up and down but the nose wheel remained unlocked. After consulting the emergency checklist procedures he tried the hand gear pump without success, then the pneumatic gear extension system, which eventually gave three greens and the nose wheel appeared locked in the gear mirror. Flypast inspection carried out and the control tower confirmed gear down but nose wheel direction offset. Aircraft flew for sufficient time to burn up most of the fuel load before returning and making an uneventful landing with the emergency services present. CAA Closure: The aircraft was inspected on the runway following landing and it was clear that the nose gear steering arm had failed. The aircraft was returned to the hangar and raised on jacks. The three bolts attaching the nose gear steering arm to the top of the nose leg had failed and the arm had come detached from the leg. Upon retraction of the leg, this arm would have jammed the leg causing it to not fully retract or extend. Of the three bolts that had sheared, two remained wire locked in place and the locking for the third bolt was in place but broken. The remains of the sheared bolts showed signs of corrosion and it appears that one of these bolts had failed sometime before the day of the incident, causing additional stress on the other two bolts and also some free-play on the arm. The failed bolts were replaced with new, gear refitted and functioned satisfactory. As a precaution, due to the restricted access to inspected these bolts the company replaced the same bolts on the other aircraft of the same type and will be amending the maintenance programme to call up replacing these bolts on a 12 mnth/500hr basis.
201306740	09/06/2013	Fixed wing	0-2 250 Kg	LANCAIR	320	EGTE (EXT): Exeter	Technical Malfunction (A/C)	UK Reportable Accident: LH main landing gear leg collapsed. Aircraft came to rest in grass about 10 to 15m from runway. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The left main landing gear leg collapsed after a normal landing. The upper attachment point for the left main gear over-centre link had failed and further investigation on this part is being carried out by the Light Aircraft Association. AAIB Bulletin 12/2013, Ref: EW/G2013/06/13.
201306750	27/05/2013	Microlight	0-2 250 Kg	CYCLONE AIRSPORT	PEGASUS C	Nr Mevagissy	Met	UK Reportable Accident: A/c failed to climb, struck hedge causing extensive damage. Two POB, one minor injuries. AAIB AARF investigation.	CAA Closure: The microlight failed to gain height after taking off from a field site. With insufficient distance to abort the take-off safely, the pilot attempted to gain airspeed to clear the boundary hedge. However, the main wheels caught in the hedge and the aircraft stalled, landing heavily in the field beyond, causing the main landing gear to collapse. The pilot believed adverse local wind effects had played a part in the accident. AAIB Bulletin 08/2013, Ref: EW/G2013/05/23.
201306827	06/06/2013	Fixed wing	0-2 250 Kg	MILES		EGGP (LPL): Liverpool	Technical Malfunction (A/C)	PAN declared and a/c returned after RH engine misfired just after take-off.	A/c landed safely but during taxi back the LH tyre deflated.
201306937	08/06/2013	Microlight	0-2 250 Kg	MAINAIR	BLADE	Otherton Airfield	Met	UK Reportable Accident: Aircraft encountered sink. The aircraft landed heavily. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The microlight aircraft was engaged on a circuit training exercise when the accident occurred. The instructor reported that his student was flying a glide approach to the grass RW/07, with a surface wind from 070deg at 7kts. The aircraft encountered an area of 'sink' shortly before touchdown, which could not be arrested despite the instructor taking control and applying full power. The aircraft landed heavily, collapsing the rear suspension leg and damaging the keel and seat frame. The instructor reduced power to idle and brought the aircraft to a stop in about 100 m; neither occupant was injured. The instructor noted that sink due to local topographical factors was not uncommon on the approach to R/W07, but he had not been overly concerned on the day as the surface wind was only light. AAIB Bulletin 09/2013, Ref: EW/G2013/06/08.
201307148	15/06/2013	Fixed wing	0-2 250 Kg	ZENAIR	CH601	Glebe Farm	Maintenance	UK Reportable Accident: Vibration through the airframe just after take- off noticed. Forced landing carried out during which nose and left landing gear collapsed. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot noticed a vibration through the airframe just after takeoff from a private grass strip. This was followed by a 'thud', a slight displacement of the engine cowling and a loss of engine power. The pilot made a forced landing in a wheat field, during which the nose and left landing gear collapsed, and the firewall and both wings were damaged. The power loss was initiated by the failure and detachment of one of the composite propeller blades, resulting in vibration which caused the carburettors to separate from the engine. The detached propeller blade had suffered a structural failure due to a high cycle oscillation about the blade pitch axis which was caused by a missing component within the coarse pitch stop assembly. AAIB Bulletin 12/2003, Ref: EW/G2013/06/16.
201307351	21/06/2013	Fixed wing	0-2 250 Kg	PIPER	PA28	EGNC (CAX): Carlisle	Pilot	A/c bounced on landing.	ATC reported observing a normal approach. A/c made three bounces on landing. A/c able to vacate runway for inspection at a holding point. Subsequent reports indicate nosewheel tyre and propeller damage. Part of a broken wheel rim found during runway inspection. Engineering reports that wheel indicated signs of fatigue.
201307469	24/06/2013	Rotorcraft	2 251 to 5 700 Kg	EUROCOPTER	EC135	EGEG : GLASGOW CITY HELIPORT	Maintenance	Aft LH float module balloon found holed.	During routine inspection a tear/hole in the fabric was found in the area where the float balloon rest is against the rear module support bracket when the float is packed. Chafing is also evident in the area of the front mount but has not punctured the balloon. Mounting brackets and surrounding metal fixtures should be covered with layers of duct tape to provide anti-chafe protection however the application of tape is sparse. Inadequate application of the anti-chafe tape has led to the edge of the mounting bracket chaffing through the balloon fabric. Balloon will be repaired iaw manufacturer's instructions.
201307516	25/06/2013	Fixed wing	0-2 250 Kg	PIPER	PA28	EGLS : Old sarum	No Fault	Rejected take-off due to birdstrike.	Aircraft was engaged in circuit practice and accelerating after touchdown to perform a touch and go take-off. Aircraft suddenly decelerated from close to take-off speed and safely pulled up. Bird remains found around nose gear oleo. Species identified as a Crow.

201307724	28/06/2013	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	MBGT (GDT): Grand turk		Foreign Accident: Landing gear failed to operate correctly on landing. One POB, no injuries. AAIB AARF investigation.	The aircraft had arrived when the pilot noticed that the left Main Landing Gear (MLG) oleo strut was leaking oil. After consultation with his employer, it was decided to ferry the aircraft back to its base for rectification. However, upon arrival the MLG could not be extended and a successful wheels-up landing was made. It was found that the left MLG torque link was fouling the bay interior because the oleo had not extended fully. AAIB Bulletin 12/2013, Ref: EW/G2013/06/23.
201307792	28/06/2013	Rotorcraft	2 251 to 5 700 Kg	SIKORSKY	S76	EGSS (STN): London/Stansted	Technical Malfunction (A/C)	Hydraulic leak in nr2 system.	During after flight maintenance, it was noticed that the level of fluid in the nr2 hydraulic system had dropped to near the refill marker. Subsequent investigation found a leak in the area where the emergency blow down pipe connects to the NLG actuator. Landing gear actuator replaced, hydraulics replaced and aircraft returned to service. The leakage was found to be from integral union seal which forms part of the supplied actuator assembly.
201307809	25/06/2013	Fixed wing	0-2 250 Kg	PITTS	S1E	Knettishall	No Fault	UK Reportable Accident: Aircraft veered off the runway heading and collided with a crop of wheat. One POB, one minor injuries. AAIB AARF investigation.	CAA Closure: The approach was normal but as the aircraft touched down it yawed to the right and, despite the pilot's attempts to correct it entered the one-metre high wheat crop adjacent to the runway. Both mainwheels were caught in the crop and the aircraft somersaulted before coming to a stop. The aircraft was severely damaged, but the pilot was able to exit the aircraft without assistance. An inspection of the right main landing gear showed no binding of the brake or wheel bearing. The wheel spats had been refitted the previous weekend and were known to be clear of any debris. After the accident, a solid clump of soil and grass was found in the spat which, the pilot considered, had been picked up on landing and "jammed the tyre" causing the yaw to the right on touchdown. AAIB Bulletin 09/2013, Ref: EW/G2013/06/26.
201307821	01/07/2013	Fixed wing	2 251 to 5 700 Kg	BRITTEN NORMAN	BN2A	EGJA (ACI): Alderney,Channel Is.	Technical Malfunction (A/C)	Brake failure on landing.	Following a normal landing LH brakes showed little resistance and depressed fully with little or no braking action. Aircraft slowing at appropriate rate using medium braking action on RH brakes. Aircraft came to a halt and when RH brakes applied to exit runway brakes failed completely. Passengers disembarked normally on runway and aircraft towed to stand. CAA Closure: Investigation found that the RH brake calliper pipe union had sheared off. Programme to replace any unions on which the blue anodised coating has been lost put in place.
201307847	28/06/2013	Microlight	0-2 250 Kg	EVEKTOR AEROTECH	EV97	Chesham	Pilot	UK Reportable Accident: On landing, aircraft hit a bump, bounced and landed on the nose gear, which then collapsed. One POB, no injuries. A/c damage to be advised. AAIB AARF investigation.	CAA Closure: The pilot was conducting a local flight from a private grass airstrip; the weather was fine and calm. During the landing roll, the aircraft hit a surface undulation and became airborne again. The pilot reduced the pitch attitude and the aircraft touched down again before bouncing twice more. The nose landing gear collapsed, causing the propeller to strike the ground, stopping the engine. The pilot, who was uninjured, commented that immediate application of power and a go-around would have been the correct course of action after the first bounce. AAIB Bulletin 09/2013, Ref: EW/G2013/06/24.
201308175	06/07/2013	Fixed wing	0-2 250 Kg	OTHER		Sittles Farm Airstrip	Technical Malfunction (A/C)	UK Reportable Accident: Aircraft veered on landing and stopped inverted. Two POB, no injuries reported. AAIB AARF investigation.	CAA Closure: The aircraft was landing at a farm strip. Approach and touchdown were normal but, as the pilot started to apply the brakes, the aircraft swung to the left and he was unable to prevent it from veering off the runway at slow speed and into a tall crop, where it overturned. Subsequent examination found that wear in a component of the left main landing gear leg was allowing considerable torsional movement of the left wheel, causing an uncommanded application of the cable brake on that side. AAIB Bulletin 11/2013, Ref: EW/G2013/07/02.
201308176	07/07/2013	Fixed wing	0-2 250 Kg	SOCATA	TB20	EGKH : Lashenden/Headcorn	Technical Malfunction (A/C)	UK Reportable Accident: LH gear collapsed on landing. Three POB, no injuries reported. AAIB AARF investigation.	CAA Closure: The left main landing gear leg failed at low speed during the landing roll. There were no injuries. The aircraft was inspected by a local maintenance organisation who reported that the leg had failed approximately 3 inches below its top attachment. The engineer who conducted the inspection commented that evidence of corrosion was visible on the inner surface of the leg and he thought this may have led to the development of a crack from the inside outwards. He added that the area was difficult to inspect visually in situ. AAIB Bulletin 12/2013, Ref: EW/G2013/07/04.
201308196	06/07/2013	Fixed wing	0-2 250 Kg	OTHER		Alloa	Pilot	UK Reportable Accident: Aircraft impacted a wire fence on take-off. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The aircraft was taking-off on a flight as part of the renewal of its Permit-to-Fly, from an airstrip with a 470m runway. The pilot elected to use the direction which had an upslope because this was favoured by the wind direction. However, the aircraft was unable to clear a high wire fence at the far end of the runway. This brought the aircraft to a standstill with the nose landing gear collapsed. A The pilot stated that, having read after the event numerous reports on the effect of upslope and wind speed on take-off distance, he believed the aircraft was on its performance limit and that he should have used the downhill runway instead. He thought that a slight downdraft caused by nearby trees may have reduced the aircraft's climb rate still further. In future he intends to estimate a point on a runway with an upslope beyond which the take-off would be abandoned if not airborne. AAIB Bulletin 11/2013, Ref: EW/G2013/07/01.
201308226	07/07/2013	Microlight	0-2 250 Kg	JABIRU		Menaglaze	Pilot	UK Reportable Accident: During landing aircraft clipped tree and landed heavily. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The final approach was made at 50mph with the first of two stages of flap selected. As the aircraft passed over the southern boundary of the field with the airspeed reducing to 40mph, the pilot felt the right wing impact the top of a poplar tree. The aircraft landed heavily and the landing gear collapsed. The pilot isolated the fuel and the electrical systems before exiting the aircraft uninjured. He considered that the cause of the accident was operating into a marginal site and becoming too low and slow on the approach. AAIB Bulletin 10/2013, Ref: EW/G2013/07/07.

201308256	09/07/2013	Rotorcraft	2 251 to 5 700 Kg	AEROSPATIALE	AS365	EGLD : Denham	Technical Malfunction (A/C)	Landing gear failed to retract due to faulty selector switch.	No lights observed once landing gear selected down. This action was repeated several times but with same result. Following emergency pump selection the undercarriage lowered and lights functioned normally. Aircraft moved to hangar for investigation. Fault was confirmed to be at the selector switch. Unit removed and control panel replaced.
201308388	11/07/2013	Fixed wing	0-2 250 Kg	SLINGSBY	T67	EGTC : Cranfield	Pilot	Tyre blow out on taxi in due to firm braking action.	
201308423	12/07/2013	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EGAA (BFS): Belfast/Aldergrove	Technical Malfunction (A/C)	Undercarriage indication malfunctioned.	On selecting undercarriage down RH main gear indication remained red. Flypast inspection carried out and all landing gear appeared to be down. Aircraft entered hold and manual pump activated, RH main gear light indication appeared unlit. Further flypast confirmed all undercarriages down. Uneventful landing followed.
201308457	12/07/2013	Fixed wing	2 251 to 5 700 Kg	SOCATA	TBM700	EGJA (ACI): Alderney,Channel Is.	Technical Malfunction (A/C)	Aircraft returned due to hydraulic system problem and possible landing gear problem.	Aircraft broke off final approach and reported a problem to ATC. Pilot reported he did not have three greens and was uncertain of the status of his hydraulic system. After holding and manually intervening on the system the pilot requested a return. Engineer checked the aircraft as it made a low approach. The undercarriage appeared to be down and aircraft landed safely. Emergency services attended.
201308497	13/07/2013	Fixed wing	0-2 250 Kg	DE HAVILLAND	DH89	EGSU : Duxford	Technical Malfunction (A/C)	Aircraft veered to the left on the latter stage of the landing roll.	Port crosswind landing strut found detached.
201308586	14/07/2013	Fixed wing	2 251 to 5 700 Kg	CESSNA	414	EGJJ (JER): Jersey, Channel Is.	Technical Malfunction (A/C)	Aircraft returned due to violent vibration. Elevator appeared to be jammed and landing gear problems.	As landing gear raised violent vibration/short term pitching occurred. Elevator appeared to be jammed but pull force of 250lbs enabled level flight. Reduced power and extended flap to get nose up pitching moment. Slow climb to 200ft with continual 200lbs stick force required. ATC advised of intention to return. Gear selected down and only two greens but after 5mins RH gear locked. On arrival engineers found elevator trim tab jammed in full nose down and securing bolt between trim tab actuator and the aircraft control missing. Reporter adds that aircraft had recently returned from full overhaul and repaint. CAA Closure: The elevator control restriction was found to have been caused by the disconnection of the elevator trim tab operating rod from the trim actuator. This should be secured by a bolt, washer, nut and split pin. The in-flight disconnection allowed the tab to hinge upwards and due to the differential control areas, load the elevator down causing the nose down input reported. The root cause of the trim tab operating rod disconnection of the bolt, washer, castellated nut and split pin could not be positively confirmed. The organisations internal report stated this was not disturbed during the work requested and was verified as fitted at the point the aircraft was collected. The occurrence did not happen until the take-off phase of the third flight. There are a number of possible reasons why this could happen, but currently no further evidence is available. The landing gear indication was found to require re-rigging when the defect was reported. The landing gear indication was considered by the organisations internal report to be due to the quantity of work carried out and the differing air loads in flight. The report also confirms work was carried out in accordance with the maintenance data and no post flight report was de-briefed. This is considered to be consistent with the work carried out, on this age of aircraft, although these issues should be taken into consideration in both design and the production approved maintenance data. Following our review of the organisations investigation an Internal Information Bulletin was produced to fomalise their proposed remedial actions; Continue to complete duplicate / independent inspections after a flight safety sensitive task has been carried out, irrespective of aircraft state of registration • Advise staff to ensure flying control cables are not cross connected (check for operation in the correct sense) and to take care with the rigging of trim controls which can be sensitive to adjustment. • Remind staff of the dangers of distraction when performing these duplicate / independent inspections. • To incorporate this information in the Human factors and continuation training program, with reference to this occurrence and other specific examples. • To advise the aircraft captain to check for sense, full and free operation of flying controls. The benefit of briefing the aircraft captain on the depth of work completed, the importance of carrying out a full pre-flight check after in-depth maintenance and careful observation of disturbed systems during any check flights was discussed with the organisation.
201308659	16/07/2013	Fixed wing	2 251 to 5 700 Kg	CESSNA	414	LFRD (DNR): Dinard Pleurtuit-Saint-Malo	Technical Malfunction (A/C)	Undercarriage malfunction.	Previous day aircraft had undergone maintenance to clear an undercarriage fault. On selection of undercarriage down there was no 'green indication' on LH main gear. Attempted reselection and yawing aircraft with no success, emergency action also tried again with no success. Aircraft returned requesting engineering assistance again with no success. Following a visual approach aircraft landed, shut down both engines and coasted off runway. Aircraft towed to maintenance facility. Investigation under 201308586.
201308670	10/07/2013	Fixed wing	2 251 to 5 700 Kg	BEECH	200	EGLF (FAB): Farnborough civil	Technical Malfunction (A/C)	Unsafe gear indication.	Gear recycled and indication cleared. Engineering have assessed the micro switches and found no faults. Situation will be monitored over next six flights.
201308708	17/07/2013	Fixed wing	0-2 250 Kg	PIPER	PA28	EGHF : Lee-On-Solent	Pilot	UK Reportable Accident: Aircraft departed the runway with significant power. Aircraft bought to rest after nose leg collapsed. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The student pilot was making a second attempt at landing in a 10kts crosswind on his second solo flight. He had rejected the first landing after having directional control difficulties on touchdown. He experienced similar difficulties on his second landing, and was not able to correct the situation with full rudder pedal. An attempt at a further go-around was not successful and the aircraft left the hard runway with significant power applied. The pilot eventually brought the aircraft to rest after the nose leg collapsed. The student pilot acknowledged that his inexperience was a probable factor in the accident but could not account for the aircraft's failure to respond to his right rudder pedal application. The aircraft operator reported that the aircraft had been flown by a senior club member about 2hrs earlier without incident. An inspection of the aircraft after the accident had not revealed any defects which may have contributed to the accident. AAIB Bulletin 11/2013, Ref: EW/G2013/07/16.
201308752	15/07/2013	Fixed wing	0-2 250 Kg	PIPER	PA32R	EGMD (LYX): Lydd	Technical Malfunction (A/C)	Aircraft returned due to landing gear malfunction.	Shortly after departure, the pilot reported an unsafe gear indication and returned to conduct a go-around/flypast for inspection. All landing gear appeared to be down and normal. The pilot executed a second go-around with gear retracted but the main LH wheel remained down. A full emergency was declared and the aircraft held overhead until emergency services had arrived. The aircraft landed safely.

201308792	18/07/2013	Microlight	0-2 250 Kg	JABIRU	JABIRU	EGCB : Manchester/Barton	Pilot	UK Reportable Accident: Aircraft returned due to engine problem. On landing aircraft bounced and nose landing gear torn from the aircraft. One POB, no injuries reported. AAIB AARF investigation.	CAA Closure: Immediately after lifting off, the engine started to misfire. The pilot concentrated on avoiding close-in obstacles and managed to climb the aircraft to a maximum height of about 300ft agl. With the engine continuing to misfire, the pilot flew an abbreviated approach to the runway. The aircraft arrived at the runway with excess speed and bounced on landing. The nose landing gear was torn from the aircraft, which came to rest on its main wheels and lower engine cowling. The pilot, who was uninjured, reported that the aircraft had stood all day in warm, calm conditions. He suspected that vapour lock had occurred in the fuel system, disrupting the flow of fuel to the engine. A subsequent engine examination by a maintenance organisation revealed no abnormalities other than those attributable to the sudden engine stoppage which occurred when the propeller struck the ground on landing. AAIB Bulletin 10/2013, Ref: EW/G2013/07/19.
201308919	18/07/2013	Fixed wing	0-2 250 Kg	SKYSTAR	KITFOX	EGSU : Duxford	Pilot	Aircraft taxied for departure and struck the 'C' hold sign. LH wheel spat removed.	RFFS and airfield manager attended the incident. No further assistance was required and aircraft departed successfully.
201309050	17/07/2013	Fixed wing	2 251 to 5 700 Kg	BEECH	200	EGJB (GCI): Guernsey, Channel Is.	Technical Malfunction (A/C)	Nose gear indication failed.	On selecting gear down, both pilots noticed that the main gear green lights illuminated but not the nose. Gears recycled on two occasions but still no more than two greens. Checklist carried out. On completion of this both pilots considered this to be an indication problem as no red lights showing and no gear warning horn. Elected to go-around and carry out a flypast inspection to get confirmation from the ground that the nose gear was down. Engineer on the ground confirmed gear appeared to be in the correct position. A further circuit was carried out followed by a normal landing. RFFS in attendance. Engineering rectified the indication problem.
201309060	22/07/2013	Fixed wing	0-2 250 Kg	LUSCOMBE	8	EGMF : Farthing corner	Technical Malfunction (A/C)	UK Reportable Accident: Pilot unhappy with engine performance and after second bounce, take-off rejected. Aircraft landed heavily and left stub-axle sheared off. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot carried out the pre-flight power checks and commenced his takeoff run. He was not happy with the engine performance and after the second bounce he aborted the takeoff. The aircraft landed heavily and the left stub-axle sheared off. The stub axle was found to have failed near the weld. There was evidence of corrosion and a crack that appeared to have been present for some time. AAIB Bulletin 01/2014, Ref: EW/G2013/07/22.
201309087	19/07/2013	Fixed wing	0-2 250 Kg	OTHER		Shacklewell Farm	Technical Malfunction (A/C)	UK Reportable Accident: Aircraft landed wheels-up because the gear electric actuator fuse had blown. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The aircraft was landing at its home field. After one practice touch-and-go and a go-around due to another aircraft in the circuit, the aircraft landed wheels-up because the gear electric actuator fuse had blown. The pilot had not noticed that the green indicator lights were not lit on the approach. AAIB Bulletin 11/2013, Ref: EW/G2013/07/21.
201309088	20/07/2013	Fixed wing	0-2 250 Kg	CESSNA	210	EGBM : Tatenhill	Pilot	UK Reportable Accident: Inadvertent gear up landing following an oil leak from cap. Three POB, no injuries. AAIB AARF investigation.	CAA Closure: The aircraft had taken off from a farm strip but returned when oil was seen to be leaking from the engine compartment and onto the left side of the windscreen. On short finals, the pilot handling in the left seat asked the pilot in the right seat to perform the landing because his visibility was impaired. In so doing, they omitted to extend the landing gear and the aircraft landed wheels-up. The cause of the oil leakage was found to be an improperly secured filler cap. The right seat pilot stated that, given that he was asked to take control at a very late stage, the fact that the flaps were already lowered meant he had assumed the aircraft was fully configured for landing. He notes that the gear warning horn did not sound, which should occur if the throttle is set close to idle without the landing gear extended. At the time of preparation of this report, the reason why the warning did not sound had not been determined. AAIB Bulletin 10/2013, Ref: EW/G2013/07/20.
201309151	19/07/2013	Microlight	0-2 250 Kg	OTHER		Strathaven Airfield	Pilot	UK Reportable Accident: Aircraft bounced, nose gear collapsed and came to rest inverted. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The approach was uneventful but, shortly after touching down, the aircraft became airborne again due to an undulation in the grass surface. The pilot stated that he moved the stick forward and the aircraft began to porpoise, initially touching down and bouncing before touching down again with a more pronounced nose-down attitude. The nose gear collapsed and the aircraft tipped forward and came to rest inverted. Both occupants were wearing full harnesses and no injuries were sustained. The pilot stated that he had probably landed a little too fast and his forward stick input had been a major factor. He further reflected that he should have applied additional power and gone around. AAIB Bulletin 11/2013, Ref: EW/G2013/07/23.
201309218	24/07/2013	Fixed wing	0-2 250 Kg	PIPER	PA38	EGNR : Hawarden	Technical Malfunction (A/C)	Failure of RH main wheel brake.	On application of handbrake to enable power checks prior to departure the student found the handle gave little resistance when it was pulled to full extent. It was found there was no authority over the RH main wheel brake. Aircraft inspected and RH brake cylinder back plate was missing and both retaining bolts had sheared. Back plate recovered from taxiway. Brake units had been refitted 170hrs previously. Pad wear found to be uneven. Brake unit is able to move significantly on the torque plate. No wear limits given on the anchor bolts or torque plate holes. New anchor bolts and torque plate dimensions will be included in company data before they reach the size of the worn parts.
201309241	24/07/2013	Fixed wing	0-2 250 Kg	VANS	RV9	EGNC (CAX): Carlisle	Pilot	UK Reportable Accident: Heavy landing. Nose wheel collapsed. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The weather was generally fine, with a very light westerly wind. The pilot reported that he flew a normal approach, but flared the aircraft too high. It landed heavily and bounced before touching down again, nosewheel first. This caused the nose landing gear to collapse. The pilot brought the aircraft to a stop on the runway. Neither occupant was injured, and both were able to vacate the aircraft in the normal manner. AAIB Bulletin 10/2013, Ref: EW/G2013/07/25.
201309307	26/07/2013	Fixed wing	0-2 250 Kg	CESSNA	150	EGSV : OLD BUCKENHAM	Pilot	UK Reportable Accident: Aircraft bounced and as it touched down again the nose gear collapsed. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The student completed two circuits with an instructor then flew solo. During the second landing the aircraft bounced and as it touched down again the nose gear leg collapsed. AAIB Bulletin 12/2013, Ref: EW/G2013/07/30.

201309334	28/07/2013	Fixed wing	0-2 250 Kg	PIPER	PA34	EGNV (MME): TEESSIDE	Technical Malfunction (A/C)	UK Reportable Accident: Aircraft returned with undercarriage problem. LH main landing gear collapsed after landing. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: □ The aircraft was intending to land at a private airstrip but the pilot was unable to obtain a green down-and-locked cockpit indication for the left Main Landing Gear (MLG). He returned where, despite several attempts, he was still unable to receive confirmation that the gear was locked down. The emergency extension system was used but, during the subsequent landing roll, the left MLG collapsed. It was found that a combination of factors, including corrosion and a lack of lubrication, had led to stiffness in the downlock mechanism such that it would not lock the gear down fully after free-falling under gravity following emergency extension. The electric pump which supplies hydraulic power under normal gear extension/retraction had burnt out. AAIB Bulletin 09/2014, Ref: EW/G2013/07/26.
201309481	24/07/2013	Fixed wing	0-2 250 Kg	AERO	AT3	EGCJ : Sherburn-In-Elmet	Pilot	UK Reportable Accident: Bounced landing. Nose leg collapsed. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The aircraft bounced on landing following a normal approach in fine conditions. When it touched down again the nose leg collapsed and the propeller struck the ground. The aircraft came to rest on the runway. The pilot thought that the heavy landing had resulted from him flaring the aircraft slightly too early. He considered that his correct course of action at that stage would have been to apply power and go-around. AAIB Bulletin 10/2013, Ref: EW/G2013/07/2.
201309517	24/07/2013	Microlight	0-2 250 Kg	OTHER		Nr Warminster	Met	UK Reportable Accident: Aircraft damaged during landing. One POB, no injuries. AAIB AARF investigation.	CAA Closure: At the flare, the aircraft "ballooned" 3 or 4ft above the ground and the pilot decided to fly a go-around. However, before he could do so, the aircraft dropped to the ground in a flat attitude, still in a crabbed condition due to the crosswind. The pilot established directional control through the rudder pedals and completed the landing roll. However, whilst taxiing back along the airstrip, the aircraft stopped responding to rudder pedal inputs and veered to the right (a southerly direction) onto unprepared ground beside the runway. The aircraft was subsequently found to have suffered a fractured nose leg and bent nosewheel steering rods. The pilot thought that his delay in executing a go-around had been a contributory factor. He attributed this to his concern over possible adverse pitch effects from the high-mounted pusher engine and a lack of practice on go-around manoeuvres in this aircraft type. AAIB Bulletin 10/2013, Ref: EW/G2013/07/27.
201309877	01/08/2013	Fixed wing	0-2 250 Kg	FOURNIER	RF4	Private airstrip nr Bristol	Technical Malfunction (A/C)	UK Reportable Accident: Aircraft landing gear collapsed during landing. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot was landing at a grass strip in fine weather conditions. The landing was entirely normal until after about 40 or 50m of ground roll the single main landing gear collapsed, causing damage to the propeller when it struck the ground. On inspection, it was apparent that the main landing gear had become unlocked. The precise reason for this had not been determined at the time of reporting, but the pilot suspected that age and wear of landing gear components may have been factors. AAIB Bulletin 10/2013, Ref: EW/G2013/08/03.
201309921	07/08/2013	Fixed wing	0-2 250 Kg	CHRISTEN	A1	Loch Awe	Pilot	UK Reportable Accident: Aircraft overturned after landing on water. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: □ This tandem-seat, amphibian aircraft was being used to train a pilot prior to the renewal of his Single-Engine Piston (SEP) (Land) rating. During the flight and with the landing gear extended, an engine failure was simulated when overhead Loch Awe. The instructor told the student to imagine a landing strip on the surface of the loch and to aim for that. The student expected to be told when to climb away but instead the instructor invited him to continue and land. The landing gear remained extended and this caused the aircraft to flip onto its back when water contact was made. Both pilots escaped without injury. As far as the student was concerned, this was the correct configuration for an approach to an airstrip, albeit a simulated one. He did not recall pressing the annunciator to cancel an aural message and commented that the annunciator may have failed because of a possible loose connection. In the circumstances, he understood the landing gear to be in the correct position. The instructor did not remember hearing an aural message and did not visually check the landing gear lights after he made the decision that they would land on the water. He acknowledged that he had caused confusion by suggesting that they use a stretch of water as an imaginary airstrip. The aircraft's checklist for an emergency landing on water specifies that the landing gear must be 'UP'. For emergency landings on land, the checklist specifies landing gear 'DOWN' for smooth terrain but 'UP' for rough terrain. AAIB Bulletin 12/2013, Ref: EW/G2013/08/04.
201310008	14/07/2013	Microlight	0-2 250 Kg	COMCO IKARUS	IKARUS C4	Bellarena Airfield	Pilot	UK Reportable Accident: Heavy landing, resulting in the aircraft's left stub axle shearing and the nosewheel fork bending. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: □ At the time the weather was good and the wind was varying between 190º and 170º at 12 kt. During the final part of the approach to Runway 30 the aircraft experienced some sink which the pilot arrested with power. After the aircraft crossed a 4 ft wall in the undershoot of the runway the pilot closed the throttle and initiated a flare at about 3 ft. As he did so the aircraft stalled and landing heavily, resulting in the aircraft's left stub axle shearing and the nosewheel fork bending. The pilot and passenger were uninjured. The pilot attributed the accident to being slightly slow and flaring too high. AAIB Bulletin 12/2013, Ref: EW/G2013/07/32.
201310031	09/08/2013	Microlight	0-2 250 Kg	EVEKTOR AEROTECH	EV97	EGBJ (GLO): Gloucestershire	Pilot	UK Reportable Accident: The aircraft pitched nose-down shortly after take-off and entered a series of pitch oscillations during which it touched down on its nose landing gear, which collapsed. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The student pilot initiated take-off with an incorrect pitch trim setting. The aircraft pitched nose-down shortly after take-off and entered a series of pitch oscillations during which it touched down on its nose landing gear, which collapsed. AAIB Bulletin 11/2013, Ref: EW/G2013/08/06.
201310184	09/08/2013	Microlight	0-2 250 Kg	CYCLONE AIRSPORT	AX2000	Two Ash Farm	Technical Malfunction (A/C)	UK Reportable Accident: Power loss after take-off. During forced landing, aircraft stalled and nose dropped. Aircraft hit the ground, collapsing the NLG. Two POB, one minor injuries. AAIB AARF investigation.	CAA Closure: □ After takeoff, at a height of about 300 ft, the pilot sensed the engine rpm drop to around 4,000 to 4,500 from its normal maximum rpm of about 6,500. This was insufficient to maintain level flight and so the pilot turned into wind and chose a suitable field. As he approached the field, he realised that he was very close to a hedge which bordered it, so he tried to turn to the right to land parallel to the hedge. The aircraft stalled at a height of about 10 ft and the nose dropped to the left, hitting the ground and collapsing the nose landing gear. The pilot acknowledged that, in addition to the unfortunate timing of the engine power loss, he had allowed the aircraft to become slow, and he could have chosen a more suitable field to land in. Although he intends to do a thorough investigation of the engine and fuel system, at the time of preparation of this bulletin no obvious reason for the power reduction had been found. AAIB Bulletin 01/2014, Ref: EW/G2013/08/07
201310214	10/08/2013	Microlight	0-2 250 Kg	OTHER		Stoke Airfield	Met	UK Reportable Accident: Aircraft dropped to the runway, landing on LH mainwheel. The wheel broke causing the aircraft to swing to the left. It struck a grass embankment. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: □ Making an approach to Runway 24, he checked that the aircraft's airspeed was good, at 60 to 65 mph, and noted that there was a 7 to 10 kt crosswind from the right and that it was gusting, causing some turbulence. During the final phase of the landing, the aircraft suddenly seemed to "lose lift" and dropped to the runway from a height of about 15 to 20 ft, landing on the left mainwheel. The wheel broke off, causing the aircraft to develop an uncontrollable swing to the left. It came to a sudden halt when it struck a grass embankment at the side of the runway, collapsing the nose landing gear. The pilot was of the opinion that there had been a sudden change in windspeed causing a loss of lift.AAIB Bulletin 12/2013, Ref: EW/G2013/07/35.
201310217	11/08/2013	Fixed wing	2 251 to 5 700 Kg	YAKOVLEV	C11	EGTB : Wycombe Air Park/Booker	Pilot	UK Reportable Accident: LH gear retracted during taxi. One POB, no injuries. AAIB AARF investigation.	CAA Closure: □ Whilst taxiing, the left main landing gear retracted which resulted in damage to the left wingtip and the propeller. The pilot stated that the incident was caused by the inadvertent selection of the landing gear to UP, instead of DOWN, during the pre-flight checks. He attributed this action to a number of distractions and interruptions which had occurred during the preparation for the flight. AAIB Bulletin 12/2013, Ref: EW/G2013/08/10.

201310221	10/08/2013	Fixed wing	0-2 250 Kg	CFM	STREAK SH	Stoke Golding Airfield	Pilot	UK Reportable Accident: Nose leg collapsed on landing. One POB, no injuries. AAIB AARF investigation.	CAA Closure: □ The pilot trimmed the aircraft for landing on Runway 26 at an indicated airspeed of 60 kt then, at a height of 6 ft, decided to go around. The subject aircraft type has a throttle lever on the left of the cockpit and a 'sidestick' control column on the right, whereas another aircraft type he had flown previously have a throttle operated with the right hand and a control yoke held in the left. Instead of advancing the throttle with his left hand, he pushed the control column forward with his right. Although he realised his mistake, he was unable to prevent the nose landing gear from striking the ground and collapsing. He considered that his lack of experience with the subject aircraft was the reason for his error. AAIB Bulletin 01/2014, Ref: EW/G2013/08/09.
201310222	10/08/2013	Fixed wing	0-2 250 Kg	PITTS	S1S	EGBG : Leicester	Technical Malfunction (A/C)	UK Reportable Accident: Aircraft developed an uncommanded turn, pilot attempted to correct. Aircraft subsequently pirouetted, collapsing the landing gear. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The aircraft developed an uncommanded turn to the right as its speed reduced during a landing roll. The pilot applied left rudder to counter the turn with no effect and the right turn continued and accelerated to the point where the tailwheel unlocked. The aircraft then rapidly pirouetted clockwise through 180deg, collapsing the landing gear and striking the left wing on the runway. The pilot was uninjured and vacated the aircraft. The loss of control of the tailwheel was probably caused by detachment of the left side ring which connects the chain and spring from the rudder to the tailwheel steering T-bar. AAIB Bulletin 11/2013, Ref: EW/G2013/08/12.
201310272	12/08/2013	Fixed wing	0-2 250 Kg	YAKOVLEV	YAK52	EGKA (ESH): Shoreham	Technical Malfunction (A/C)	Undercarriage retraction problems.	ATC informed aircraft that LH main undercarriage appeared to be stuck down. Undercarriage recycled three green indications obtained. Following a normal landing the aircraft was parked. Undercarriage subsequently collapsed whilst cover was being pulled over the aircraft. RFFS dispatched.
201310345	11/08/2013	Fixed wing	0-2 250 Kg	OTHER		Weybourne (Muckleburgh) Airfield	Pilot	UK Reportable Accident: LH landing gear collapsed following a hard landing. One POB, no injuries. AAIB AARF investigation.	CAA Closure: While on final approach to land, the pilot became distracted by a truck crossing the approach path near the runway threshold, resulting in a hard landing. The left main landing gear subsequently collapsed. AAIB Bulletin 11/2013, Ref: EW/G2013/08/14.
201310373	14/08/2013	Fixed wing	0-2 250 Kg	GARDAN	GY80	EGBG : Leicester	Pilot	UK Reportable Accident: Aircraft landed with landing gear and flaps up. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot was flying in good weather with a light wind. He had received prior permission indicating Runway 28 in use, which had a Landing Distance Available (LDA) of 935 m. Upon arrival in the circuit, he was advised that Runway 22 was in use which is considerably shorter with an LDA of 490 m. Realising this difference, the pilot reported that landing "would be a real challenge". He reported that concentrating on the approach then caused him to forget the downwind checks. These included checking that the landing gear and flaps were extended. The aircraft touched down on Runway 22 with the landing gear and flaps up and slid to a halt in a ploughed field at the end of the runway. The pilot, who was wearing a lap and diagonal harness, was uninjured. He indicated that the landing gear warning horn (which is designed to operate when the gear is up and engine rpm is less than 1,700 rpm) failed to operate, probably due to a tripped circuit breaker. AAIB Bulletin 12/2013, Ref: EW/G2013/08/15.
201310639	22/08/2013	Fixed wing	0-2 250 Kg	ZENAIR	CH601	EGBJ (GLO): Gloucestershire	Pilot	UK Reportable Accident: During take-off, canopy started to open. Aircraft entered a shallow dive, resulting in nose gear collapsing. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: □ During takeoff, the cockpit canopy became unlatched and started to lift. The pilot grabbed the canopy pull cord to prevent it lifting further, but the aircraft entered a shallow dive, resulting in the nose and right hand landing gears striking the runway. The nose gear collapsed and the propeller disintegrated after striking the ground. The pilot subsequently stated that he may have left the canopy in the 'half latch' position prior to take off. In his attempts to deal with the lifting canopy, both hands were fully occupied and he was unable to close the throttle immediately. He was reluctant to release his hold on the canopy cord as he was aware of anecdotal reports that the aircraft would not fly with the canopy released. Note: whilst there does not appear to be any documented record of test flights in this configuration, pilot experience suggests that although the aircraft is controllable, it will not maintain height. AAIB Bulletin 12/2013, Ref: EW/G2013/08/22.
201310686	23/08/2013	Fixed wing	0-2 250 Kg	YAKOVLEV	YAK52	EGFH (SWS): Swansea	Pilot	UK Reportable Accident: Aircraft settled on the runway on its fuselage and trailing edge of the flaps damaging the windmilling propeller. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The aircraft was inbound when the oil chip light illuminated. During the expedited approach the pilot selected the landing gear and flaps however the aircraft settled on the runway on its fuselage and trailing edge of the flaps damaging the windmilling propeller. When the aircraft was subsequently lifted using slings, the three gear legs lowered and then locked in position. The pilot considered that he selected the flaps and the gear just before touchdown and at the same time placing a heavy demand on the air system. This resulted in there being insufficient time for the gear to lock down. A small washer and metallic particles were later found in the oil chip detector filter. AAIB Bulletin 11/2013, Ref: EW/G2013/07/21.
201310767	26/08/2013	Microlight	0-2 250 Kg	EVEKTOR AEROTECH	EV97	EGBP : KEMBLE	Not Assessable	UK Reportable Accident: Nose landing gear collapsed after bounced landing. AAIB AARF investigation.	CAA Closure: □ Following a number of successful circuits with his instructor, the solo student, who had a total of 1 hour 45 minutes as PIC, was carrying out a touch-and-go landing on Runway 08. The surface wind was reported as being from 040° at 9 kt. The student reported that all went well during the flare until the aircraft "suddenly dropped" on to the runway. It then bounced and was seen to develop an oscillation in pitch, resulting in a nosewheel first touchdown and the subsequent collapse of the nose landing gear. The aircraft came to a halt on the runway and the pilot, who was uninjured, was able to vacate it unaided. AAIB Bulletin 12/2013, Ref: EW/G2013/08/27.
201310980	23/08/2013	Fixed wing	0-2 250 Kg	CESSNA	182	EGTO (RCS): Rochester	Pilot	UK Reportable Accident: Aircraft bounced several times on landing and the nosewheel collapsed. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: □ The pilot flew in poorer visibility than he was accustomed to and, as a consequence, had become "rather stressed" upon arrival. The wind was forecast to be 130°/14 kt so the pilot was expecting to use either Runway 16 or 20. However, on being given Runway 02, the pilot initially confused this for Runway 20 before realising his error and repositioning the aircraft to join what he described as a "busy circuit". On reporting final, he heard no acknowledgement. He continued his approach but realised he was too high over the threshold and "dived at the runway". He was then distracted by a radio call requesting his position and failed to notice how much his speed had increased. With a rapidly approaching runway, the pilot became fixated on landing the aircraft. Following several bounces, the nose landing gear collapsed and broke away, before the aircraft came to a stop. Neither occupant was injured. In a frank and honest report the pilot stated that his poor decision making and failure even to consider going around was a result of stress and distraction at a critical moment. Bulletin 01/2014, Ref: EW/G2013/08/24.
201311088	29/07/2013	Fixed wing	0-2 250 Kg	OTHER		EGDG (NQY): St. Mawgan	Technical Malfunction (A/C)	Wheel failure during taxi.	During taxi, a loud bang was heard and the aircraft swung to the left. Full opposite controls, rudder and brake had no effect so the engine was stopped and the aircraft was left blocking the runway. Passengers were evacuated and escorted back to the apron and the aircraft was returned to hangar. Engineering investigation found that the RH wheel had cracked, the tyre had come off and punctured the tube and the wheel was locked up against the undercarriage leg. An old crack along the groove for the steel securing ring had progressed to a point where the failure had occurred. A similar crack was found on the LH wheel. Replacement wheels were sourced, overhauled and NDT tested. The maintenance programme has been amended to include inspections and NDT testing at each annual inspection.
201311143	31/08/2013	Fixed wing	0-2 250 Kg	COSY EUROPE	COZY	EGPT (PSL): Perth/Scone	Pilot	UK Reportable Accident: Nose landing gear not secure for landing. Nose landing gear collapsed on touchdown. One POB, no injuries. AAIB AARF investigation.	CAA Closure: □ The pilot was unable to extend and lock the nose landing gear (NLG) fully. The NLG collapsed on touchdown and some abrasion damage to the nose of the aircraft was incurred. It is believed that damage to the NLG extension/retraction mechanism caused in a previous heavy landing had probably prevented full travel of the leg into the downlock position. AAIB Bulletin 03/2014, Ref: EW/G2013/08/33.

201311165	29/08/2013	Fixed wing	0-2 250 Kg	JODEL	D120	EGLM : White waltham	Technical Malfunction (A/C)	UK Reportable Accident: After landing the aircraft decelerated rapidly, nose pitched down and aircraft came to an abrupt halt. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The flare for landing was reported as being normal but, immediately after touchdown, the aircraft “decelerated rapidly and, after 20m, the nose pitched down and the aircraft came to an abrupt halt skewed to the right”. Both pilots were uninjured and vacated the aircraft using the normal exits. After landing, the right mainwheel was found detached from the landing gear 5m beyond the aircraft in the direction of landing. The pilot considered that, when the mainwheel detached, the landing gear dug into the ground causing the rapid deceleration, right rotation and nose-down pitch. Although not an engineer, the pilot reported seeing what he thought might have been a pre-existing crack in the weld between the landing gear leg and the axle. AAIB Bulletin 11/2013, Ref: EW/G2013/08/31.
201311167	27/08/2013	Fixed wing	0-2 250 Kg	PIPER	PA18	Sutton Bank Airfield	Technical Malfunction (A/C)	UK Reportable Accident: Landing gear failed on landing. One POB, no injuries. AAIB AARF investigation.	CAA Closure: During the aircraft daily inspection prior to conducting glider towing, the right front bolt securing the landing gear suspension arm was found to be bent. The aircraft was considered safe to fly pending fitment of new bolts, which was accomplished. It was thereafter flown until it was refuelled and a different pilot commenced the next session of glider tows. Returning from a glider tow, the pilot landed on Runway 20 at a speed of 60 kt in nil wind conditions. During the ground roll the aircraft hit a small bump and became airborne before landing again in a manner which he “did not consider a heavy landing”. The right landing gear partially collapsed due to failure of an attachment bracket and the aircraft started to slew to the right. Whilst still in motion, the pilot shut down the engine and electrics. The aircraft then encountered a rut which collapsed the right gear completely, followed by the left gear. The pilot reported that several cracked components were subsequently found in the landing gear structure; it is not known whether this damage was pre-existing or the result of the gear collapse. AAIB Bulletin 03/2014, Ref: EW/G2013/08/29.
201311214	02/09/2013	Fixed wing	2 251 to 5 700 Kg	BEECH	G58	EGHA : Compton abbas	Not Assessable	UK Reportable Accident: Wheels up landing. One POB, no injuries reported. AAIB AARF investigation.	CAA Closure: The pilot was positioning the aircraft for maintenance. He reported that on final approach he selected the landing gear handle to the DOWN position and checked that the three green landing gear position indicator lights were illuminated. As he flared the aircraft, it sank onto the grass runway with the landing gear retracted. He was uninjured. The aircraft was recovered by an engineering organisation and lifted by crane. The landing gear motor circuit breaker was found closed and the landing gear selector handle was in the DOWN position. The inboard landing gear doors had opened and been sheared off, indicating that the lowering of the landing gear had commenced before the landing. The landing gear was lowered without difficulty using the mechanical landing gear release mechanism. The pilot reported that he did not hear the landing gear warning horn, which was set to activate at between 1,200 and 1,500 rpm. At the time of the report, repairs to the aircraft were ongoing. The pilot considered that, when he checked the three green landing gear position indicator lights, they had not been illuminated but appeared to be due to the bright sunlight. AAIB Bulletin 12/2013, Ref: EW/G2013/09/01.
201311256	30/08/2013	Fixed wing	0-2 250 Kg	BEECH	36	EGBM : Tatenhill	Not Assessable	UK Reportable Accident: Forced landing with landing gear up. Five POB, no injuries. AAIB AARF investigation.	CAA Closure: The aircraft was taking off when the pilot reportedly saw birds on the runway ahead. Shortly after takeoff he saw that the engine torque gauge was reading zero. He performed a forced landing in a field with the landing gear retracted which resulted in major damage to the aircraft but without injury to the occupants. No physical evidence of bird impact was found either on the airframe or the engine. At the time of preparation of this Bulletin, the engine had not been subjected to a detailed examination, although the maintenance company reports that a visual examination of the airframe and the engine intake and compressor did not reveal any evidence of birdstrike or ingestion. The pilot’s opinion is that the engine lost power during the climb, that the sequence of events as reported by the eyewitnesses was consistent with his recollection and was as a result of the presence of birds. Bulletin 01/2014, Ref: EW/G2013/08/36.
201311258	27/08/2013	Microlight	0-2 250 Kg	OTHER		Kilkeel	Technical Malfunction (A/C)	UK Reportable Accident: Aircraft damaged during forced landing due to power loss. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: Approximately 15mins into an uneventful flight, the engine started to make a loud, unusual noise and lost power. The pilot managed to use the limited power available to position the aircraft for a landing in the only suitable field in the immediate vicinity. The field was approximately 200m long and 100m wide, and bounded by a 2m high dry stone wall. Electrical overhead cables ran diagonally across the field in which a herd of cows was grazing. During the landing, both mainwheels broke off the stub axles. Following the accident the owner found a large number of small fragments of metal in the oil drained from the engine sump and assessed that the loss of power was probably due to an internal mechanical failure. At the time of the accident the aircraft and engine had flown approximately 137hrs. The damage to the landing gear and bends in the main fuselage tube wing spars were consistent with the aircraft having landed heavy. The damage to the aircraft was assessed as beyond economic repair. AAIB Bulletin 11/2013, Ref: EW/G2013/08/37.
201311260	31/08/2013	Fixed wing	0-2 250 Kg	AVIONS ROBIN	DR400	Kirkbride Airfield	Technical Malfunction (A/C)	UK Reportable Accident: During a manoeuvre right brake started to bind, despite full left rudder and brake application, pilot could not prevent the right wing from striking a steel fence. Two POB, no injuries. AAIB AARF investigation	CAA Closure: The aircraft was backtracking tarmac Runway 10, at an airfield which the pilot knew well. He intended to perform a 180º turn to take off on Runway 28; the wind was reportedly from 290º at 10 kt. The pilot stated that, as he positioned the aircraft to the right prior to performing this turn, the right brake started to bind and, despite full left rudder and brake application, he could not prevent the right wing from striking a substantial steel fence post at the side of the runway. The roughly 3 ft 6 in high post formed part of a fence dividing farmland from the airfield and was about 6 ft from the edge of the runway, hidden in tall grass. The aircraft’s wheels had not left the runway. The company which recovered and dismantled the aircraft for repair did not see any evidence of brake seizure or binding, but were not able to perform a function check of the brake system. AAIB Bulletin 01/2014, Ref: EW/G2013/08/32.
201311262	30/08/2013	Fixed wing	0-2 250 Kg	PIPER	PA28	EGCF : Sandtoft	Pilot	UK Reportable Accident: Nosewheel detached during landing. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The aircraft was being landed by a student pilot at the end of a solo navigation exercise. The aircraft “ballooned” in the flare and was seen to oscillate in pitch, bouncing two or three times. The nosewheel detached from the aircraft, which came to a stop on the runway. The student pilot was uninjured. The accident was witnessed by another club instructor who reported that the aircraft’s approach had appeared higher and faster than normal, leading to a “balloon” at the point of flare. AAIB Bulletin 12/2013, Ref: EW/G2013/08/34.
201311407	31/08/2013	Fixed wing	0-2 250 Kg	COSY EUROPE	COZY	EGNJ (HUY): Humberside	Technical Malfunction (A/C)	Nosewheel collapsed on landing.	
201311567	06/09/2013	Fixed wing	0-2 250 Kg	PIPER	PA28	EGHF : Lee-On-Solent	Technical Malfunction (A/C)	Loss of brake calliper on runway after landing.	A’ Check at departure airport did not detect any brake problems, although in retrospect it was noticed during brake checks that pressure was possibly slightly lower than normal on the LH side. The flight was uneventful but in the landing run the LH main wheel brakes lost all pressure so all braking was on the RH side. When aircraft arrived on hard standing, it was discovered that the complete LH calliper was missing, including the brake pipe. The unit was approx found 150m in and close to the runway centreline. The brake pad nearest the wheel was missing and has not been located. Repairs carried out and replacement parts fitted before aircraft returned to service. CAA Closure: Heavy braking action caused the lining to fail and the back plate to bend.
201311650	11/09/2013	Fixed wing	0-2 250 Kg	GROB	G115	EGUB (BEX): Benson	Technical Malfunction (A/C)	Severe nose wheel shimmy on landing.	Shimmy continued for a considerable time until the aircraft had slowed down. Engineers inspection carried out and excessive play was found in the torque links. Upper and lower bushes replaced iaw AMM.

201311695	21/08/2013	Fixed wing	0-2 250 Kg	GROB	G103	Brentor Airfield	Not Assessable	UK Reportable Accident: Heavy landing resulted in landing gear collapse. One POB, no injuries reported. Investigation delegated to BGA.	
201311714	05/09/2013	Fixed wing	0-2 250 Kg	EVEKTOR AEROTECHNIK		EGTB : Wycombe Air Park/Booker	Pilot	Bounced landing resulted in a go-around.	Final speed was 65kts and the aircraft touched down on three wheels. After touching down the nose lifted rapidly and then bounced down onto the runway. This was repeated four times before the pilot pushed full throttle and called a go-around. After landing he discovered that the front wheel tyre was punctured. On further inspection it was discovered that the firewall and base plate were damaged. Action taken to repair the damage.
201311910	11/09/2013	Fixed wing	0-2 250 Kg	AVIONS ROBIN	HR100	LFAT (LTQ): Le Touquet Paris-Plage	Technical Malfunction (A/C)	Structural damage to rudder assembly following severe nosewheel shimmy.	The aircraft touched down at approx 75kts. The nosewheel was held off for a couple of seconds before settling onto the runway. The nosewheel immediately started to shimmy quite violently and the pilot attempted to release the weight on it by pulling back on the stick. This made no difference and braking was not an option due to full cycle travel of rudder pedals. Aircraft stopped approx 50m before the first taxiway. The shimmy did not decrease until after the aircraft came to a halt. During inspection the pilot discovered damage to the base of the rudder. The rudder appeared to have sheared from the base plate and was no longer connected to the pivot. AOG awaiting repair.
201311989	18/09/2013	Fixed wing	0-2 250 Kg	CEA	DR300	EGTB : Wycombe Air Park/Booker	Technical Malfunction (A/C)	UK Reportable Accident: Nosewheel shimmy on landing. Structural damage found to fuselage. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: □ The pilot was landing on Runway 24 after a local flight; the wind was from the north at 6-8 kt. The aircraft touched down on its main landing gear and the pilot slowly lowered the nose. As the nosewheel made contact with the runway, however, he experienced violent nosewheel shimmy. He applied a burst of power and applied back pressure on the control column to decrease the load on the nosewheel, which arrested the shimmy. He noticed no further abnormalities until he had taxied back to the hangar. After disembarking the pilot noticed a longitudinal crack in the lower right side of the fuselage, running from the engine firewall to the wing front spar. He concluded that the crack was most probably a result of the shimmy, since his landing had been normal on the main gear and fully 'held off'. He considered it possible that, with this tug aircraft being flown by various pilots, damage may have been caused by a previous, and unreported, hard landing. AAIB Bulletin 02/2014, Ref: EW/G2013/09/05.
201312020	20/09/2013	Fixed wing	0-2 250 Kg	CESSNA	177RG	EGWE : Henlow	Aerodrome	Damage to undercarriage sustained during attempted take-off.	On take-off run, the LH wheel contacted what is believed to be a rabbit hole and the jolt was severe enough to open the rear cargo door which had been checked as secure and locked. The take-off was rejected and the aircraft shut down and the door relocked and secured. After a visual check a further uneventful take-off was carried out. On arrival, the undercarriage failed to show a green safe light. Landing gear recycled several times and emergency handle used, the gear was visually confirmed as down and the aircraft landed safely. Upon inspection it was found that part of the undercarriage locking mechanism was broken.
201312028	19/09/2013	Fixed wing	0-2 250 Kg	GROB	G115	EGYD : Cranwell	Not Assessable	LH brake back-pack bolt failure.	Engine test check was carried out. The throttle was advanced to full at which time the aircraft was noticed to slide forward on the wet concrete. As the throttle was brought towards idle, extra pressure was applied to both brake pedals. The LH brake pedal was felt to collapse to full travel at the same time as a bang and a jolt was felt. On attempting to taxi the RH brake felt normal, the LH brake had no feeling. Aircraft was shut down as was unable to be taxied. Brake pad was retrieved from the ORP. The removed brake back-plate, calliper and failed bolts have been sent for metallurgical testing. 84 bolts have been replaced across the fleet for either corroded/damaged bolts or bolts that do not have the required locking properties.
201312081	22/09/2013	Microlight	0-2 250 Kg	EVEKTOR AEROTECH	EV97	EGBJ (GLO): Gloucestershire	Pilot	UK Reportable Accident: Aircraft bounced on landing and suffered a nosewheel collapsed. One POB, no injuries. AAIB AARF investigation.	CAA Closure: □ The student pilot was returning from a qualifying cross-country flight. The weather was good, Runway 27 was in use, and the surface wind was south-westerly at 5kt or less. The chief flying instructor, who witnessed the accident, stated that the aircraft's approach appeared normal until the "round-out phase" (flare). The aircraft's attitude then remained slightly nose-down, instead of pitching up into the touchdown attitude, as it neared the runway. Touchdown occurred on the nose landing gear and, following three bounces of increasing magnitude, the nose landing gear collapsed and the aircraft came to a halt. The pilot, unhurt, vacated the aircraft without difficulty. His report stated that he had misjudged his proximity to the ground, and that surprise and some confusion prevented him regaining control of the situation and going around. AAIB Bulletin 02/2014, Ref: EW/G2013/09/09.
201312459	30/09/2013	Fixed wing	2 251 to 5 700 Kg	BEECH	200	EGLF (FAB): Farnborough civil	Design / Manufacture	Screw jack thread was found partially detached and protruding into the housing during scheduled inspection.	Nose gear actuator to be replaced.□ CAA Closure: □ The cause is likely to have been a poor finish of the interior thread from manufacturer. Nut assy and spring were found to be out of tolerance. Fleet will be monitored for similar reports.
201312846	04/10/2013	Microlight	0-2 250 Kg	OTHER		Westzoyland	Technical Malfunction (A/C)	UK Reportable Accident: Engine failure after take-off. Landing gear damaged during forced landing. One POB, no injuries. AAIB AARF investigation.	CAA Closure: □ The student pilot was undertaking solo circuit practice with his instructor observing from the ground. He had performed one takeoff and landing and backtracked to take off again on Runway 22. The weather was good with a slight south-westerly wind. Having performed the normal pre-takeoff checks, the takeoff was normal until, having cleared the airfield and at a height of about 300 ft, the engine vibrated and stopped. The pilot attempted to restart the engine but it would not turn over. He switched off the fuel and electrical power and concentrated on finding a suitable landing site. The subsequent touchdown in a grass field was successful but, in the last few metres of landing roll, the aircraft struck a small drainage ditch, causing damage to the landing gear and underside of the fuselage. The cause of the engine stoppage has not currently been determined. AAIB Bulletin 02/2014, Ref: EW/G2013/10/03.
201312965	27/09/2013	Rotorcraft	2 251 to 5 700 Kg	AEROSPATIALE	AS365	En-route	Operator	No MARMs data whilst nose landing gear centering system unserviceable.	No data can be collected as the computer thinks the aircraft is on the ground when the undercarriage is locked down for the faulty nose centering unit. Although the MEL can defer the leg being locked down for 10 days, the MARMs at this time has to be made unserviceable as it cannot collect data and carries a 72hr or 8 consecutive trip rectification time. No separate MEL exists.□ CAA Closure: □ This event has highlighted a disconnect within the operator's MEL, which doesn't take account for the landing gear being locked down due to a faulty nose wheel centring unit and the effect this has on the MARMS functionality. The operator accepts that the more restrictive MARMS limitation should be applied in this case and the MEL will be updated to reflect the more restrictive limitation.
201313442	19/10/2013	Fixed wing	0-2 250 Kg	PIPER	PA28	EGBE (CVT): Coventry	Technical Malfunction (A/C)	One green landing light turning finals.	Aircraft flypast conducted and tower confirmed all gears appeared down. Full emergency declared. Two greens reported on landing.
201313476	18/10/2013	Fixed wing	0-2 250 Kg	PIPER	PA28	EGBE (CVT): Coventry	Technical Malfunction (A/C)	Landing gear light illuminated. Go-around flown and fly past inspection carried out.	ATC advised only one green landing light illuminated. Full emergency initiated. Aircraft carried out a go-around for visual inspection from the tower and gear confirmed down. Aircraft landed safely.

201313750	25/10/2013	Fixed wing	0-2 250 Kg	DE HAVILLAND	DHC1	EGPK (PIK): GLASGOW PRESTWICK	Pilot	Broken edge light on runway.	ATC manager received a call from instructor to inform that a nick had been found on one of the aircraft's tyres. He believed it had gone over a stone on one of the landings, but did not specify which landing. Airfield operation requested to inspect runway and found a broken edge light on the north side of runway 13.
201313831	24/10/2013	Fixed wing	0-2 250 Kg	PITTS	S1S	EGSF : Peterborough (Conington)	Technical Malfunction (A/C)	UK Reportable Accident: Aircraft experienced tailwheel shimmy. Aircraft veered left and hit a fence. One POB, no injuries. AAIB AARF investigation.	CAA Closure: □ On touching down on asphalt Runway 28, the aircraft experienced violent tailwheel shimmy and, after about 100 m of ground roll, it veered to the left. The pilot applied full right rudder but this had no effect and the aircraft left the runway, heading towards a fence some 25-30m from the edge of the paved surface. He applied full power and right rudder and the aircraft seemed to respond but the left lower wing struck a fence post, yawing it in towards the fence. The propeller and cowling struck the fence followed by the right lower wing as the aircraft reversed direction and came to a halt. After checking with the control tower that he had been seen, the pilot switched off fuel and electrical power and exited the aircraft. Upon inspection, it was found that the right-hand tailwheel steering link had broken, leaving the spring on the left side to pull the wheel in that direction. The pilot believes that a combination of wear and shimmy had caused the link to fracture .AAIB Bulletin 02/2014, Ref: EW/G2013/10/14.
201314234	05/11/2013	Fixed wing	2 251 to 5 700 Kg	BEECH	200	EGTC : Cranfield	Maintenance	Incorrect parts installed found during maintenance.	The thrust bearings installed in the main landing gear actuators were discovered to be not as per the CMM. Bearings had been installed at the last component overhaul in March 2010. Overhaul agency informed.
201314305	04/11/2013	Fixed wing	2 251 to 5 700 Kg	BEECH	200	EGBB (BHX): Birmingham	Technical Malfunction (A/C)	Landing gear failed to travel when selected down.	On approach gear selected down but failed to travel. ATC advised to break off the approach. During investigation of the problem it was noticed that the gear relay circuit breaker was out. CB reset and gear selected down. Three greens safe indication received. To confirm ATC suggested a low pass for a visual check. Landed safely.□ Supplementary 17/12/13:□ From Tech log 1729, On initial selection of U/C down, U/C failed to travel. Gear CB found popped, CB reset and gear function satisfactory. No further problems noted following CB reset so aircraft flown to base and fault reported to engineering. From Tech log 1730, Re previous tech log entry, gear functioned satisfactory last sector. Reported to engineering. On return to base, aircraft was jacked and U/C system function carried out. No defects noted - All normal. A/C de-jacked. The defect was discussed with the CAM and as the CB reset and remained set with no problems encountered, the aircraft was flown normally back to base where further function checks and inspections by engineering revealed no defects. The aircraft was returned to service and since this event has flown without any re occurrence or problems noted (6 landings). Unable to establish original cause of the CB being popped. Possibly a "spike" at some stage but nothing reported. CAM to monitor.
201314345	07/11/2013	Fixed wing	0-2 250 Kg	SOCATA	TB10	EGCL : Fenland	Not Assessable	UK Reportable Accident: Engine stopped abruptly and a forced landing in a ploughed field was carried out. The aircraft was badly damaged. One POB, no injuries. AAIB AARF investigation.	CAA Closure: □ The aircraft was being flownfor scheduled maintenance. On the downwind leg to land, the engine stopped abruptly and a forced landing in a ploughed field was carried out. The aircraft was badly damaged as a result of the forced landing. Although he attempted to keep the nosewheel off the ground as long as possible, the field was ploughed at right angles to the direction of travel and, after about 30 m of ground roll, the nosewheel touched down and immediately collapsed. The engine detached as the aircraft came to an abrupt halt. The pilot was uninjured but was extremely dazed by the deceleration, taking some time to gather his thoughts and exit the aircraft. He was met by a rescue crew from the airfield. The maintenance company advise that a visual examination of the engine has not revealed any obvious reason for the failure. AAIB Bulletin 04/2014, Ref: EW/G2013/11/01.
201314529	09/11/2013	Fixed wing	0-2 250 Kg	RANS	S7	Netherly	Pilot	UK Reportable Accident: Aircraft touched down heavily, causing the right main wheel to break off. The right gear leg dug into soft ground and the aircraft inverted. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: □ As the aircraft approached the grass airstrip its airspeed reduced below normal. Despite applying power, the pilot was unable to arrest the increased rate of descent that developed and the aircraft touched down heavily, causing the right main wheel to break off and the aircraft to veer right. When it reached the edge of the strip, the right gear leg dug into soft ground and the aircraft inverted. The pilot and passenger exited safely. The pilot attributed the accident to his not fully monitoring airspeed during the final approach. AAIB Bulletin 04/2014, Ref: EW/G2013/11/02.
201314695	13/11/2013	Fixed wing	2 251 to 5 700 Kg	PILATUS	PC12	EGTF : Fairoaks	Technical Malfunction (A/C)	Tyre blow out due to suspected brake lock up.	The aircraft landed safely but reported a suspected tyre blow out and could not taxi off the runway. Pilot stated the rear RH brake may have locked up on touchdown. Tyre skid marks were clearly visible from the RH tyre on touchdown all the way down to where the aircraft finally stopped.
201314753	15/11/2013	Fixed wing	2 251 to 5 700 Kg	CESSNA	406	EGNX (EMA): NOTTINGHAM EAST MIDL	Technical Malfunction (A/C)	Nose wheel mud guard damaged.	After shutdown, during aircraft inspection, nose wheel mud guard was found to be detached. On landing, it was discovered that the nose wheel mud guard had broken at the pins but was still attached via hinge at the top. One pin was broken at one end and the other pin was missing. Ops informed ATC at both airports. It was later found on the taxiway at departure airport.
201315520	26/11/2013	Rotorcraft	2 251 to 5 700 Kg	AEROSPATIALE	SA365	EGTF : Fairoaks	Technical Malfunction (A/C)	Failure of undercarriage extension system.	Whilst on a training flight and after five normal undercarriage extension/retraction cycles, the undercarriage was selected down whilst on approach to the runway. There was no indication of undercarriage movement either audibly or via the undercarriage state indication panel. No lights were shown (either unlocked or greens). The aircraft RFM was consulted and the undercarriage extended iaw the emergency extension procedure. Once the undercarriage was indicating locked down (3 greens), a landing was then proceeded with and the aircraft ground taxied in to dispersal with no further problem.□ Supplementary 28/12/13:□ This is not the normally contracted MRO, however the aircraft defect occurred at this location and the owner contacted us for assistance. The aircraft was placed on jacks and powered up hydraulically. Twenty U/C swings were completed without failure of the system. It was found during the swings that the U/C retraction switch was 'sticky' and not always easy to operate. The U/C switch was replaced and the wiring re routed to avoid damage in operation. The system was then tested another twenty cycles without further defect. A/C released to service.
201315574	29/11/2013	Rotorcraft	0-2 250 Kg	EUROCOPTER	EC225	EGPD (ABZ): Aberdeen/Dyce	Technical Malfunction (A/C)	Foreign object debris (FOD) found during runway inspection. Tie down ring detached from aircraft.	On a routine inspection of R/W 32, FOD was found, on investigation it was found to be a tethering ring (L/H main wheel) from another aircraft which was identified. The FOD was found on the centre line of R/W 32 adjacent to the main R/W 34.□ Supplementary 29/11/13:□ Airport personnel found an aircraft tie down ring on Runway 32 adjacent to Runway 34 during a routine inspection. Object identified as tie down ring from LH main undercarriage.
201316127	29/11/2013	Fixed wing	0-2 250 Kg	PIPER	PA28	EGTO (RCS): Rochester	Met	LH main landing wheel struck middle LH threshold light.	Due to high crosswinds the pilot elected a flapless landing following a go-around. The aircraft landed long and fast. As the end of the runway was approaching the pilot elected to veer left as he could see more grass. He did not see the threshold lights until the last minute when it was too late to do any corrective action. The light assembly was broken beyond repair. LH wheel fairing was damaged.
201316371	11/12/2013	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EIDW (DUB): Dublin	Technical Malfunction (A/C)	Aircraft returned due to landing gear failure to retract after take-off.	The landing gear transit light remained illuminated following selection of gear retract lever. Extend was then selected and the gear failed to extend. Radar vectors were requested for a return and manual extension was successfully used to extend the landing gear. Fire services were in attendance and followed the aircraft to stand.□ Supplementary 15/01/14:□ Fault traced to defective circuit breaker. □ CAA Closure:□ Troubleshooting traced fault to defective circuit breaker, 'LG Safety'. CB replaced and tested satisfactorily. The organisation have advised there has been no recurrence.

201317125	20/09/2013	Fixed wing	0-2 250 Kg	BEECH	76	EIWT : Weston	Not Assessable	Foreign accident: LH landing gear collapsed during landing roll, resulting in a runway excursion. Wing, undercarriage and powerplant damaged. Foreign Authority investigation.	Supplementary 06/03/2015: CAA FACTOR F2/2015 detailing the CAA response to the AAIU Safety Recommendation IRLD 2015001 was issued on the 06 March 2015.
201317164	08/10/2013	Fixed wing	2 251 to 5 700 Kg	CESSNA	402	TUPW (VIJ): Virgin gorda	Technical Malfunction (A/C)	RH landing gear failure.	Aircraft entering the traffic pattern at advised tower that he was not getting an indication that his right landing gear was locked. The aircraft was then instructed to proceed. Rffs was placed on standby. After carrying out two low approaches, the right gear did appear down and locked. Both confirmation given by ATC and operation personnel. Landing clearance was issued by the pic advised that he spoke to his company and they requested him to return back which he did.
201400237	07/01/2014	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EGTK (OXF): Oxford/Kidlington	Technical Malfunction (A/C)	Go-around flown and local standby initiated due to unsafe gear indications.	Inbound on the ILS approach. The aircraft went around from final and reported an unsafe gear indication. The OJTI also reported seeing smoke trailing from the left-hand engine. The aircraft returned to radar for vectoring for a further ILS approach. The aircraft subsequently reported that the unsafe gear indication on the RHS remained and the aircraft intended to land. A local standby was initiated and the RFFS positioned themselves for the aircraft arrival. The aircraft subsequently landed safely and reported that the gear indication remained unlocked. The aircraft shut down when clear of the runway and was towed to the apron. Supplementary 11/01/14: Gear unsafe due to failure of the RH MLG to lock in down position. Awaiting further inspection from maintenance organisation.
201400282	07/01/2014	Fixed wing	0-2 250 Kg	DIAMOND	DA42	EGTE (EXT): Exeter	Pilot	UK Reportable Accident: Inadvertent selection of landing gear caused RH main gear to collapse. Three POB, no injuries. AAIB AARF investigation.	CAA Closure: After a "competent" landing by his student, the instructor intended for him to go around and reached for the flap switch to retract the flaps to takeoff. Instead, he inadvertently moved the landing gear lever to up and, although he quickly realised his mistake and returned the lever to down, the right main gear had unlocked and collapsed at a speed of about 60 kt. The aircraft yawed to the right, leaving the runway and travelling onto the grass before coming to a halt, with damage to the right wing tip, right aileron, tail skid and the right propeller. The aircraft is fitted with a 'weight-on-wheels' switch on the left oleo, which should prevent gear retraction on the ground. In this case it is likely that, at an airspeed of 60 kt, the combination of landing flap and a crosswind component from the left probably made the aircraft very light on that side and the 'weight-on-wheels' switch had not been made. The pilot, who stated that he had performed this procedure "hundreds of times", could only attribute the accident to a reduction of his alertness, possibly brought on by his confidence in his student's ability. AAIB Bulletin 06/2014, Ref: EW/G2014/01/01.
201400440	11/01/2014	Fixed wing	0-2 250 Kg	PIPER	PA28	EGPE (INV): Inverness	Technical Malfunction (A/C)	Go-around flown and flypast inspection carried out due to undercarriage problem.	Inbound to airport, I had received instruction from the Tower on 118.400 for a right hand Circuit for runway 23. Late downwind I made a call to inform 118.4 that I was going to carry out a left hand orbit northwest of the field as I did not have 3 greens for the Undercarriage. I then checked the fuses and used the emergency handle for the under Carriage and thought I could hear the gear going down. After two left hand orbits I Requested a low level fly past the tower for them to inspect the gear with binoculars which they did and confirmed they thought the gear was down. I then proceeded to carry out a right hand bad weather circuit at 600ft for runway 23 and landed without incident. I then taxied to the north apron and parked and was met by the fire officer and two engines, He took my name, I inspected the undercarriage and returned to the GA hanger at approx 14.40.
201400489	11/01/2014	Fixed wing	0-2 250 Kg	MOONEY	M20	EGTU : Dunkeswell	Pilot	UK Reportable Accident: Left wingtip contacted the runway and the aircraft veered to the left. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: While landing, the left wingtip contacted the runway and the aircraft veered to the left. The pilot was unable to prevent a runway excursion, during which the propeller made ground contact and the nose leg and the right main landing gear collapsed. The pilot noted that there was some light turbulence as he approached the runway but he did not believe that this affected his control of the aircraft. He concluded that he had inadvertently allowed the airspeed to reduce until the left wing stalled and this was why it dropped suddenly. There was a stall warning vane on the left wing but the pilot could not remember hearing it operate. AAIB Bulletin 05/2014, Ref: EW/G2014/01/04.
201400499	14/01/2014	Fixed wing	0-2 250 Kg	PIPER	PA28	EGHO : Thruxton	Technical Malfunction (A/C)	UK Reportable Accident: Several attempts to recycle the gear, but pilot unable to obtain the correct indication for Main Landing Gear. Aircraft landed, during which the right MLG collapsed. Three POB, no injuries. AAIB AARF investigation.	CAA Closure: On approach, the pilot was unable to obtain a green down-and-locked indication for the right Main Landing Gear (MLG). Despite several attempts to recycle the gear, he was unable to obtain the correct indication and eventually landed, during which the right MLG collapsed. It was found that a broken seal in a valve which allows the gear to free-fall was preventing normal hydraulic extension and that a stiff downlock hook mechanism was hampering engagement of the downlock when extending under gravity. AAIB Bulletin 06/2014, Ref: EW/G2014/01/05.
201400853	22/01/2014	Fixed wing	2 251 to 5 700 Kg	CESSNA	406	EGNH (BLK): Blackpool	Maintenance	Braking capacity found to be inadequate following brake maintenance.	During engineering handover and prior to leaving, the crew were advised by the Maintenance Organisation that due to brake maintenance, the brakes would feel different for a while. On first moving off, the brakes appeared to be working satisfactorily, but when approaching holding point, the Captain felt that braking was inadequate. Even at idle power with large braking forces applied at the pedals, the aircraft continued to roll forward. The Captain feathered the propellers and stopped the aircraft short of the holding point. ATC gave permission to enter the runway and then exit back to the maintenance apron. The propellers were unfeathered and with reduced braking the aircraft was taxied very slowly back to the maintenance area stopping well clear of any obstacles. During this taxi back the LHS brakes improved, but the P2 found it difficult to stop the aircraft with his brakes. It was found that the burn in procedure to be accomplished after installation of new brakes had not been carried out. This requires 3 hard braking sequences from between 39 and 43 knots to glaze new brake blocks and should only be performed by a qualified pilot. Neither pilot had performed this exercise previously nor knew of this maintenance procedure despite many hours on type. No instruction to carry it out was received from the Maintenance Organisation.
201400927	24/01/2014	Fixed wing	2 251 to 5 700 Kg	BRITTEN NORMAN	BN2B	EGEW (WRY): Westray oi	Technical Malfunction (A/C)	Loss of steering during parking phase.	There were no occurrences or abnormality during the flight until the very last part of the taxi-in/parking phase. While I was positioning the aircraft into wind on the small apron and while I was turning about 60 degrees into wind, I heard a sound that could have been a cable snap and at the same time I lost control of the rudder pedal. I continued the final part of the parking with differential power and brakes. Steering cable attachment lug had broken off the rudder bar assembly. Rudder bar replaced with new item.
201401075	30/01/2014	Fixed wing	2 251 to 5 700 Kg	BRITTEN NORMAN	BN2A	EGJB (GCI): Guernsey, Channel Is.	Technical Malfunction (A/C)	Aircraft nose wheel tyre deflated as aircraft came to a stop during landing roll.	
201401334	02/02/2014	Fixed wing	2 251 to 5 700 Kg	BEECH	200	EGPE (INV): Inverness	Technical Malfunction (A/C)	Front tyre completely deflated shortly after moving off chocks to commence taxi-out. Pilot stopped and shutdown to allow an external investigation. Nose tyre and wheel assembly to be replaced.	
201401450	07/02/2014	Fixed wing	0-2 250 Kg	PIPER	PA28	EGNH (BLK): Blackpool	Technical Malfunction (A/C)	Flypast inspection carried out and local standby initiated due to no undercarriage indication.	On Friday the 7th Feb 2014 I was the ADI Controller on duty. At 1457 an aircraft with1 POB reported on final for rwy28 and requested a flypast to inspect his undercarriage as no greens were showing, a local standby was initiated. On flying past, the undercarriage appeared to be down but could not confirm if it was locked, the pilot was informed of this and elected to land rwy28. At 1502 the aircraft landed and at 1504 the incident was stood down.

201401751	06/02/2014	Fixed wing	0-2 250 Kg	GROB	G115	EGYE : Barkston heath	Technical Malfunction (A/C)	Multiple electrical failure and nosewheel shimmy	The previous sortie flown by this aircraft on the same day had included a QFI check to monitor for correct Amps and Volts. This was post a report that the MAIN CB and GEN CB had tripped off during flight. This was reset as per the GEN fail drills and the LO volt light extinguished. a thorough engineering investigation was undertaken and after the battery was replaced as a precautionary measure the aircraft was released for a flight check. The pilot assessed the aircraft as fully serviceable. The crew on this subsequent sortie also observed nothing unusual. However, during the recovery for a standard join, at range of 3 miles from the airfield, the LO VOLT caption illuminated. Electrical Failure drill carried out IAW FRCs. The GEN CB was observed to have tripped and was reset IAW the drill after one minute. Resetting the GEN CB extinguished the LO VOLT caption. After approximately 5 seconds the LO VOLT caption illuminated again and the GEN CB tripped. No further attempts to reset the GEN CB were made. At this point the aircraft was approaching the Initial Point for the runway in use. As the PTT button was pressed, there was an apparent failure of all electrical services. Services noted to have failed were intercom, COM1, COM2/NAV2, Transponder, EHSI, RPM gauge, Fuel Gauges and both Attitude Indicators as well as the CWP captions. Engine noise and performance remained normal. A Loss of RT join was initiated. During the subsequent circuit to land, the MAIN BUS CB was observed to have tripped. When reset after approximately one minute, electrical services were restored. A brief PAN declared and the aircraft was landed from a flapless approach to minimise the use of electrical services. During the landing roll moderate nose wheel shimmy was experienced. The aircraft was placed unserviceable and details of the incident were recorded in the Tech Log and discussed with the Licensed Aircraft Engineer. L/H & R/H instrument panels removed iaw AMM 31-10 page 2 para 6 and page 8 para 7. Detailed inspection of wiring loom carried out. No indication of chaffing or shorting apparent. Cowlings removed. Detailed inspection of engine bay wiring carried out, no faults apparent. Cowlings refitted. Extended engine ground run carried out iaw AMM 71-00 page 13-25 para 3-7. All electrical services applied. All electrical indications normal. Simulated generator failure carried out. All aircraft services, including press to transmit, operated until battery volts dropped to 20 volts. No CBs tripped. Battery recharged iaw instructions 24-30-71 page 107 para 9 A,B & C. Alternator replaced and removed item sent to MRO for inspection and condition report. Engineering investigation continues to establish root cause of power failure prior to conducting a flight check in VFR conditions.
201402056	19/02/2014	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EGNS (IOM): Isle Of Man/Ronaldsway	Technical Malfunction (A/C)	Aircraft nose wheel issue after landing, resulting in taxiway incursion.	Aircraft landed at 0620 and reported experiencing a "nosewheel issue", possibly either a flat tyre or a problem with the shimmy damper. The aircraft vacated the runway and stopped at the ALPHA/FOXTROT intersection. The pilot declined assistance from the RFFS but was amenable to a nearby vehicle inspecting the affected wheel. The vehicle driver reported that the tyre was completely flat and the pilot elected to shut the aircraft down in that location. Both the pilot and the vehicle driver confirmed that the aircraft was not infringing RUNWAY 26. I requested a runway inspection from Airfield Operations and this found no debris on the runway or portion of the taxiway used by the aircraft. It was confirmed that the aircraft was 19m from the centreline of taxiway ALPHA and therefore infringed the taxiway strip. The pilot decided it would be best to unload the cargo from the aircraft before attempting to tow it, so the vehicle driver agreed to escort the cargo van to the aircraft. Following unloading the RFFS attended the aircraft to assist with connecting the tug and the aircraft was then towed to area Mike. Normal operations were resumed at 0705.
201402066	16/02/2014	Fixed wing	0-2 250 Kg	LAKE	LA4	EGSX : North Weald	Not Assessable	Landing gear failed to extend prior to landing. Gear-up landing performed. Two POB no injuries.	Supplemenatry 21/03/2014: AAIB downgrade to 'Non-Reportable' from AARF investigation. No further investigation to be progressed by the AAIB.
201402715	04/03/2014	Fixed wing	2 251 to 5 700 Kg	BEECH	90	EGCN : DONCASTER SHEFFIELD	Maintenance	Aircraft returned after landing gear failed to retract.	Upon inspection it was found that the main landing gear weight on wheel (WOW) switch input arms were disconnected from the torque links. The input arms had failed to be reconnected following maintenance. Recording actions and inspection procedures had not been correctly followed.
201402748	07/03/2014	Fixed wing	0-2 250 Kg	PITTS	S1	EGBJ (GLO): Gloucestershire	Technical Malfunction (A/C)	UK Reportable Accident: Loss of control on landing, aircraft departed the paved surface and nosed over. One POB, no injuries. AAIB AARF investigation.	CAA Closure: After making a normal touchdown on Runway 27, the aircraft began to turn right as it slowed through 40 kt. Despite the application of full left rudder and brake, the pilot was unable to stop the right turn. The aircraft then departed the paved surface and nosed over in the grass beside the runway. The wind was from 360° at 6 kt. The pilot reported that a subsequent examination of the aircraft found that the left brake was not working correctly. AAIB Bulletin 07/2014, Ref: EW/G2014/03/06.
201402749	07/03/2014	Fixed wing	0-2 250 Kg	PIPER	PA28R	EGBW : Wellesbourne mountford	Technical Malfunction (A/C)	Landing gear system malfunction.	During the ground roll of a flapless touch-and-go, the green nosewheel light extinguished and the gear unsafe light illuminated. It was decided to continue the take-off and leave the undercarriage selected down until at altitude in the local area. The gear was recycled several times and the checklist actions completed. It was not possible to establish a green nosewheel light and the gear unsafe light remained lit. A flypast of the tower was carried out and the ground observers reported no obvious malfunction. A full stop landing was carried out on R/W23 with the engine shut down. On landing, the gear remained 'locked' down. After inspection, the aircraft was taxied clear of the runway with no issues. Awaiting engineering report as to why the emergency extension system failed to work correctly.
201402966	10/03/2014	Fixed wing	2 251 to 5 700 Kg	CESSNA	525	EGHH (BOH): Bournemouth/Hurn	Maintenance	Nose gear door linkages found to be mis-rigged.	During a routine landing gear corrosion inspection document ID 02 (Task # A530008), it had been noted that the nose u/c doors had closed in the incorrect sequence. This scenario has the potential of the nose gear doors failing to open and the nose gear assembly failing to extend. Root cause was the mis-rigging of the forward door linkages at a point in time previous to the aircraft being maintained by this maintenance organisation. Action Taken: Nose Gear doors re-rigged iaw MM 32-20-00 B (Rev 20).
201403015	09/03/2014	Fixed wing	0-2 250 Kg	AERO	AT3	EGCJ : Sherburn-In-Elmet	Pilot	UK Reportable Accident: Aircraft landed on nosewheel causing the nose leg to collapse. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The student had not flown for 60 days and therefore flew for 35 minutes, with his instructor, during which time he successfully completed three circuits. The instructor briefed the student to continue flying solo touch-and-go circuits and to ensure that the aircraft was returned to the airfield fuel pump by 1530 hrs. The student successfully flew three circuits, but due to activity in the circuit conducted a go-around on the third circuit. While downwind on the fourth circuit the student noted that it was now 1515 hrs and therefore elected to make this his last landing. The student reported that he realised late on the approach that he was too high and fast and consequently touched down beyond his normal aiming point. He thought the aircraft had made a firm touchdown and did not immediately recognise that it had in fact bounced until it started 'porposing', by which time it was too late to initiate a go-around. The aircraft landed on its nosewheel causing the nose leg to collapse and detach from the aircraft. Two of the propeller blades were also damaged and engine was shock-loaded. Following the accident the CFI of the flying club carried out a review of the revision training that instructors should carry out if a student has not flown for a significant period. AAIB Bulletin 07/2014, Ref: EW/G2014/03/04.
201403172	16/02/2014	Fixed wing	0-2 250 Kg	GROB	G103	Long Mynd	Not Assessable	UK Reportable Accident: Aircraft landed gear up. Damage to winch hook mounting. One POB, no injuries reported. Subject to BGA investigation.	
201403222	16/03/2014	Microlight	0-2 250 Kg	OTHER		Farley Farm Airstrip	Pilot	UK Reportable Accident: Airspeed decay which led to a stall. Subsequent heavy landing caused the landing gear to collapse. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot intended to fly a circuit prior to landing. On the approach, he felt that his glidepath was somewhat flat, so he applied power to climb a little before reducing it for touchdown. During this process, he states that he became distracted by the gusty conditions and closed the throttle too early. The airspeed decayed and led to a stall about 6 ft from the ground. The subsequent heavy landing caused the landing gear to collapse. The pilot cites inattention and a lack of familiarity with the aircraft as the main causal factors in the accident. AAIB Bulletin 07/2014, Ref: EW/G2014/03/12.

201403285	17/03/2014	Fixed wing	2 251 to 5 700 Kg	CESSNA	F406	EGTC : Cranfield	Technical Malfunction (A/C)	Rejected take-off due nosewheel shimmy.	Following normal pre-flight checks the aircraft was lined up for departure on Runway 21. The aircraft being flown from the RHS. The take off run was begun and by approximately 20 kts a nose wheel shimmy became apparent. Normally backpressure on the control column is sufficient to reduce the load on the front wheel and resolve this problem; in this case the pull back on the control column was not attempted. The nose wheel shimmy continued to get worse as the speed increased. At about 50 kts the take off was aborted. The aircraft was taxied off the runway. There was no evidence of any mechanical faults. A pre-planned aborted takeoff run was considered, however, following further taxi checks it was decided that a standard take-off would demonstrate whether or not the nose wheel shimmy had been an aberration. This proved to be the case as the second take off run was normal; there was no indication of nose wheel shimmy on departure, or on landing, or on the subsequent sector. It was considered that a factor may have been a stagger in the power levers, which gave an asymmetric thrust and which was countered with rudder input. It was considered that the shimmy was due to an aberation/non use of a standard technique to reduce load on the nose wheel. With no repetition on subsequent sectors, the incident is considered closed unless further reports warrant reopening.
201403287	19/03/2014	Fixed wing	0-2 250 Kg	DIAMOND	DA42	EGBE (CVT): Coventry	Technical Malfunction (A/C)	Landing gear unsafe indication.	After a simulated asymmetric go-around, aircraft positioned for a visual circuit. Landing gear selected 'down' on base leg during descent. Right main gear light failed to illuminate and gear unsafe light remained 'on'. Landing gear recycled several times in an effort to clear the problem along with recommended 'abrupt' changes in flight path to possibly free stuck gear. Checklist items completed and emergency 'gear lowering ' checklist items executed. Gear unsafe indications not cleared. Tower fly by executed to allow ground observer(s) to report apparent position of the effected landing leg. Reports from the ground indicated that the leg appeared in the normal 'down' position. Soft landing executed with engines shut down (dead stick) and fuel and systems 'off'. Landing otherwise uneventful (ground services in attendance). Aircraft restarted and self positioned off the main runway. Initial investigations suggest a faulty micro switch associated with the undercarriage leg concerned.
201403434	19/03/2014	Fixed wing	0-2 250 Kg	PIAGGIO	P149	EGCC (MAN): Manchester/Intl	Pilot	Infringement of the Manchester CTR (Class D) by a P149 at 2400ft. Traffic info given. Standard separation maintained.	P149 departed EGCB and tracked northbound activating the Airspace Infringement Warning. P149 was observed at 2200altitude and climbing. As the AIW activated I was accepting a release from North P, to which I informed them that I was not working the 7000 and it was unknown traffic. I had on frequency an RJ100 which was heading 085 degrees and approx 6nm east of Mirsi. I had to turn the RJ100 North to maintain separation. Traffic information was passed. I telephoned EGCB to see if they were working the P149. They were and I told them he had infringed the EGCC CTR and was indicating 2400 feet and asked them to make sure he had the correct QNH set and to fly outside controlled airspace. The P149 left the CTR to the north and the RJ100 was turned downwind.□ Supplementary 10/04/14:□ Climbing out of EGCB the ATC informed me that my undercarriage was still showing down I recycled it and checked the visual indicator Trim was set at climb to compensate for U/C being down I recycled again to check that U/C would now go down,which it did or I would need to declare an emergency and return to EGCB The U/C did extend and the it retracted shownig U/C up on the anunciator lights and the visual indicator I informed EGCB that the problem was resolved and continued with the flight. I would appear that this incident wa concurrent with the altitude infringement
201403746	30/03/2014	Fixed wing	0-2 250 Kg	PIPER	PA28	EGCC (MAN): Manchester/Intl	Pilot	Possible infringement of the Manchester CTA (Class D) by an unknown aircraft squawking 7000, indicating 1500ft. Aircraft identified as a PA28, experiencing undercarriage problems. Traffic info and avoiding action given to a Manchester inbound airliner.	I was operating as the App South controller. At 1042 hours I turned an airliner onto a Southerly heading along the low level route at FL60 (05L for landing). There was an unknown aircraft operating in the LLR at 1300 ft roughly West to East. I then became aware of this aircraft indicating 1500 ft which caused the AIW to alert. The airliner was approx 4nm North of the return so I issued a right turn to route behind and monitored the AIW. The Mode C continued to climb so I issued an avoiding action turn to the airliner of 260deg and passed traffic info. The unknown aircraft continued to the Barton overhead in a climb to 2000 ft (no longer infringing). Enquiries with Barton revealed that the aircraft was in an emergency situation and was experiencing problems with the undercarriage. It appeared that the aircraft began its climb approximately 3-4 miles prior to the boundary of uncontrolled airspace above Barton.□ Supplementary 15/07/14:□ This loss of separation was caused by the pilot of the PA28 climbing above the confines of the Manchester Low Level Route. This was due to the poor manual handling of the aircraft following a technical problem.
201403910	29/03/2014	Microlight	0-2 250 Kg	FLY BUY ULTRALIGH	IKARUS C4	EGBJ (GLO): Gloucestershire	Ramp Services	Aircraft sustained damage to its propeller and undercarriage whilst being towed.	An aircraft had reported a problem with his brakes and requested via ATC to be towed back to the Flying Shack which is situated on the North east of the Airfield. The Operations Department dispatched a tug with a winch bar to the aircraft and continued to proceed to the Shack. During its final positioning a strap attachment around the nosewheel became loose and the aircraft rolled forward off the towing bar and struck the tug causing damage to its propeller and undercarriage strut. The owner was present and the aircraft was carefully moved from the tow bar to a parking area.
201403981	01/04/2014	Fixed wing	0-2 250 Kg	CESSNA	152	EGNF : NETHERTHORPE	Pilot	UK Reportable Accident: Aircraft landed heavily on its nose landing gear, which collapsed. One POB, no injuries. AAIB AARF investigation.	CAA Closure:□ The student pilot attempted to use control inputs to hasten touchdown after a bounced landing. The aircraft landed heavily on its nose landing gear, which collapsed. The pilot reported that he flew a stable approach, but that on landing the aircraft bounced twice before landing heavily on its nose landing gear. The nose leg collapsed and the aircraft was brought to a rest on the runway. The pilot made the aircraft switches safe and vacated through the left hand door. He described feeling a need to land the aircraft in the reducing runway length available, resulting in his moving the control column forward to try to expedite the landing. His instructor commented that, had the pilot selected and held a landing attitude or executed a go-around, then the accident may have been avoided. AAIB Bulletin 09/2014, Ref: EW/G2014/04/19.
201404221	08/04/2014	Fixed wing	0-2 250 Kg	OTHER		EGHA : Compton abbas	Technical Malfunction (A/C)	Numerous defects and documentation errors. Owner deems aircraft unfit for flying training which is its intended purpose.	66.8 Hrs and only 89 Landings. Right Hand Main (Composite) U/C found with 'small' crack running fore & aft. Declared U/S by certifying Engineer. UK importing agent provided L/H & R/H replacement legs. Foreign T/C holder reported 'failure due to "Heavy Landing" (following an X-Ray examination and sectioning leg); this the operator disputes; as the majority of flights were conducted 'dual' with the Chief Instructor. Follow up, Internet research, showed numerous U/C failures on LAA 'home build aircraft of the same design / construction. From the outset the aircraft has also suffered from numerous "Spurious warnings" of HIGH Fuel pressure; which bring on both a visual & aural warning! (The Factory and Import agent was of the opinion that to cancel and ignore this warning was OK!) This was not considered suitable for "Training" and was therefore limited to 'dual' flight only until a solution. This A/C is fitted with NON approved EMS and EFIS and this was suspect; but no program 'update' allowed. Replacement electrical terminal ends were sent, to rewire a terminal block. (Nil Effect) A Pressure Switch, of a modified type was eventually supplied, The wiring and the cable codes did not agree with any of our manuals, so further delays and confirmation, prior to fitment and sign off; which has rectified problem. The next problem we face is the non-approved propeller; this requires a scheduled maintenance 200 Hr strip, dimensional check of hubs and rebalance. No UK approved component company! How can this task be undertaken and an EASA Form 1 issued? Maintenance organisation has no Current EASA Part 145 or Part M Approvals. Previously traded under a different name (Both 145 & Part M Suspended !) Inspections covered by EASA AML engineer. Main U/C leg should be redesigned (Orientation of 'cloth lay-up' suspect as to cause of 'disbonding') All Maintenance Manuals require better updating. It is the Owners opinion that this aircraft, should not have been issued with a "Restricted Certificate of Airworthiness"; and this aircraft should be downgraded to EASA "Permit to Fly" until T/C holder improves their documentation; Maintenance Manual / Illustrated Parts Manual and Wiring Diagram Manual and that they should 'redesign' the Main U/C legs to prevent the current problems. The aircraft is also NOT suitable for the "Training Role" due also to the Weight and Balance Limitations (Heavy Crew!)
201404475	13/04/2014	Fixed wing	0-2 250 Kg	CESSNA	182	EGTK (OXF): Oxford/Kidlington	Not Assessable	Runway excursion after landing followed by propeller strike on the grass.	Aircraft on final approach was cleared to land RWY 01R, after touchdown was observed to depart the RWY to the west and was seen to come back onto the RWY. The pilot did not report or offer this information until questioned by myself. He then admitted leaving the RWY. RWY inspection then carried out by RFFS. Several pieces of debris were found at the scene. RFFS confirmed that they were from the aircraft nose wheel. Pilot confirmed to RFFS that he also had a prop strike when on the grass. Aircraft taxied to its hangar parking space. Pilot informed that we were filing an incident report. Weather at the time was being reported as: 280/08, 9999, Few 041, +15, + 6 1020.□ CAA Closure:□ Due to the elapsed time since the event, no further investigation is practicable.
201404590	15/04/2014	Fixed wing	0-2 250 Kg	AVIONS ROBIN	DR400	Ross-on-Wye	Technical Malfunction (A/C)	UK Reportable Accident: MAYDAY declared and forced landing in field due to fuel starvation. Three POB, no injuries. AAIB AARF investigation.	CAA Closure:□ The aircraft had been airborne for about 10 minutes when the engine stopped and could not be restarted. A forced landing in a ploughed field was carried out but the aircraft was damaged when the nose landing gear collapsed. Upon examination, it was found that very little fuel remained in the tank and that the fuel quantity indication sender was defective. In addition, the metal strip used to dip the tank had the potential to give a false indication. AAIB Bulletin 09/2014, Ref: EW/G2014/03/24.

201404634	11/04/2014	Fixed wing	0-2 250 Kg	CESSNA	152	EGNY : Beverly (Linley Hill)	Pilot	UK Reportable Accident: Aircraft bounced on landing. Nose dropped and the nose landing gear collapsed on impact. One POB, no injuries. AAIB AARF investigation.	CAA Closure: □ During a solo circuit the student pilot made an approach and was observed to flare the aircraft high. The aircraft descended and bounced on touchdown. The nose then dropped and the nose landing gear collapsed on impact with the ground. The aircraft came to a stop resting on the underside of the engine cowl, having sustained damage to the airframe, propeller and nose landing gear. The pilot was uninjured and vacated the aircraft without further incident. The accident was caused by mishandling after the bounce on touchdown. AAIB Bulletin 07/2014, Ref: EW/G2014/04/08.
201404693	17/04/2014	Fixed wing	0-2 250 Kg	GROB	G115	EGUB (BEX): Benson	Technical Malfunction (A/C)	Failure of NLG gas spring strut.	During the replacement of an engine and frame an LAE was in process of swapping over the NLG components. On fitment of the NLG Gas Spring Strut iaw the AMM CH 32-20, Page 9, Para 5C, the centre rod sheared during the fitment of the top attachment nut. It was reported that the failure occurred prior to the nut 'bottoming' onto the mating faces. Parts inspected and it is apparent the failure occurred below the mating surface of the top of the gas spring strut and the mating bushing, items 120 and '150 of IPC 32-20, Page 02, Fig 01. Site requested to send photographs, attached, and quarantine the parts. This part is an on-condition item and had the following history prior to failure: Original strut from build, 13,655 landings, 5588.50 flying hours, one heavy landing reported. 1 Yoke and 5 gaiters replaced and 11 shimmy reports over the period. Operator are considering sending the failed gas spring strut for metallurgical examination and await OEM advice. Due to the failure point no visual inspection of the part is considered practical at this time. Further review to be carried out under investigation.□ CAA Closure: □ Part returned to OEM for investigation but they were unable to identify a reason for the failure. OEM considers this to be an isolated event, with no other similar events identified. The operator instructed a fleet-wide visual check for any other failed struts and issued a notification to staff advising of the event.
201404738	17/04/2014	Fixed wing	0-2 250 Kg	CIRRUS	SR22	EGJB (GCI): Guernsey, Channel Is.	Technical Malfunction (A/C)	Burst tyre on landing.	Aircraft landed and vacated the runway at which point pilot was notified by radio that starboard tyre was burst and he was unable to taxi any further. Runway deemed blocked while pilot shut down and engineers attended and replaced the burst tyre.
201404992	24/04/2014	Fixed wing	0-2 250 Kg	GROB	G115	EGUY : Wyton	Not Assessable	RH main wheel spat bolt missing.	After crewing out, the ground crew pointed out a loose RH main wheel spat, the cause of which was a missing spat bolt. During the pre-flight walkround, the RH spat was examined and was confirmed to be secure although the bolt itself was not physically checked. Bolt & washer replaced. FOD Check of taxiway & runway carried out - nothing found. ATC were immediately asked to search the taxiways & runway for the bolt, especially ivo the touchdown point but no bolt has, as yet, been found. The sortie was a GH sortie, with regular G up to 5G pulled. A map, showing the approximate ground track, the area of the GH & the absolute maximum extent of the ground track of the aircraft is also attached. The surface wind was calm & little or no medium level wind and heights up to 7000ft were flown.
201405131	26/04/2014	Fixed wing	0-2 250 Kg	CESSNA	182	EGNR : Hawarden	Technical Malfunction (A/C)	Smoke in cockpit and undercarriage problem.	Aircraft was instructed to join and report right base Rwy22 and after receiving no reply, was instructed again, to which the pilot reported he needed to land ASAP. After interrogation, the pilot reported smoke in the cockpit so a Full Emergency was declared. When on right base, aircraft reported that he didn't have '3 greens' and was offered a flythrough for a visual inspection. The pilot accepted the flythrough and the main undercarriage didn't appear locked. The pilot was informed and after re-cycling the undercarriage subsequently reported 3 greens. The aircraft landed safely on Rwy22 and□ taxied to Apron N with RFFS following. A runway and taxiway inspection was then carried out.
201405234	27/04/2014	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	LFAT (LTQ): Le Touquet Paris-Plage	Technical Malfunction (A/C)	Tyre puncture/deflation on landing.	Just after touching down on rwy14 I felt the aircraft pull gently to the left. About 2/3 of the way down the landing roll, we felt shaking from the LH side of the aircraft. As I expected(but was not 100% certain) that we had experienced a tyre deflation, I stopped 200m before taxiway T2. I informed ATC when we stopped that I had a suspected puncture, they sent a car for the two passengers and a crew to remove the aircraft from the runway. □ Supplementary 15/05/14:□ The LH main wheel assembly was removed. stripped and the individual components inspected. No obvious signs of puncture. It was concluded that the inner tube valve stem had failed and due to the lack of tyre damage, the tyre deflated gradually. New tyre and inner tube fitted, wheel assembly installed and the aircraft released to service.
201405242	23/04/2014	Fixed wing	0-2 250 Kg	CESSNA	340	MBPV (PLS): Providenciales	Technical Malfunction (A/C)	Foreign Accident: Left main gear collapsed on landing. Damage to left main gear and propeller. One POB, no injuries. Subject to AAIB AARF investigation.	
201405398	29/04/2014	Fixed wing	2 251 to 5 700 Kg	BRITTEN NORMAN	BN2T	EGHH (BOH): Bournemouth/Hurn	Technical Malfunction (A/C)	Steering gear failure after landing resulted in blocking taxiway.	After landing, during taxi, steering locked in RH turn. A/c brought to halt, ATC notified and engines shutdown. Engineers summoned and aircraft removed after a period of approx 20mins blocking the November taxiway.
201405637	03/05/2014	Fixed wing	0-2 250 Kg	YAKOVLEV	YAK52	EGTO (RCS): Rochester	Pilot	UK Reportable Accident: As the aircraft was taxiing towards the runway exit, the pilot intended to retract the wing flaps but inadvertently selected the landing gear. One POB, no injuries. AAIB AARF investigation.	CAA Closure: □ The aircraft landed on Runway 02 after a local flight. As the aircraft was taxiing towards the runway exit, the pilot intended to retract the wing flaps but inadvertently selected the landing gear. The rear of the aircraft and the left wingtip then slowly sank to the grass surface as the landing gear partially retracted, causing slight damage. The pilot attributed the accident to human error. A significant contributory factor was his lack of recent flying on type: he had flown only once since December 2013, that flight being in a different aircraft in April 2014. AAIB Bulletin 08/2014, Ref: EW/G2014/05/02.
201405680	07/05/2014	Fixed wing	2 251 to 5 700 Kg	CESSNA	510	EGHH (BOH): Bournemouth/Hurn	Technical Malfunction (A/C)	Service Condition report. Corrosion found leading to a review of inspection procedure.	Inspection Document (ID 32) - The Landing Gear corrosion inspection states that the trunnion and side brace actuator do not require removal to facilitate the inspection. Whilst completing the inspection corrosion was found on the RH trunnion meaning removal & replacement was required. Upon removing the side brace actuator pin it was noted that the trunnion was seized solid in position and required a great deal of force to move it, this would have a direct impact on the emergency freefall and blowdown of the main gears. If corrosion had not been identified then this particular defect would not have been detected. Recommendation to OEM is to amend the AMM to incorporate a procedure to remove the side brace actuator pin, which would in turn permit a physical check for freedom of movement and prevent potential issues when the emergency release and blow down system is required in an operational situation. Note: ID MB- Landing Gear System functional check is carried out every 950 hours
201406088	14/05/2014	Fixed wing	0-2 250 Kg	ERCOUPE	415	Pent Farm	Pilot	UK Reportable Accident: Bounced landing causing nose landing gear to collapse. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: □ The owner-pilot was positioning the aircraft from its customary home airfield to a new hangarage. Although his pilot's licence and medical were in-date, his certificate of experience was not, so he was accompanied by a Qualified Flying Instructor. The pilot reported that he had positioned the aircraft downwind for a left-hand approach to Runway 07 (a grass strip of 840 metres) and, in his opinion, turned a little too early onto base leg and then had difficulty seeing the strip. As a result he passed through the runway centreline as he turned finals; he regained the centreline and the approach seemed normal, if, in retrospect, "it was a little too fast". He believes he then flared for touchdown somewhat late and the aircraft bounced as it hit a bump and then bounced again as it hit another. On the third bounce the nose landing gear collapsed. The pilot believes that his lack of recency had probably led to a number of misjudgements during the approach to a field with which he was not familiar. Having bounced once, he believes he should have handed control to his instructor. AAIB Bulletin 09/2014, Ref: EW/G2014/07/14.

201406504	19/05/2014	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EGNS (IOM): Isle Of Man/Ronaldsway	Technical Malfunction (A/C)	Loss of control during left hand turn resulting in aircraft leaving the taxiway.	The aircraft was cleared to line up rwy09 after stopping at A9. The aircraft speed was slow after just getting moving again after the holding point and began a tight LH turn. During the turn, the LH brake pedal pressure failed and the aircraft was uncontrollable during the few seconds it took for it to end up on the grass adjacent the taxiway. I instinctively closed the throttles fully but the combination of an extremely slippery and wet taxiway, following thunderstorm activity, the loss of brake pressure and the counteracting effect of using the RH brake to stop the aircraft meant that it was not possible to prevent the departure onto the grass. The aircraft stopped with all three wheels on the grass, and the aircraft did not strike any lights or apparatus, resulting in no damage to aircraft or occupants. The engines were shut down and the scene attended by the airport fire department.
201406569	07/05/2014	Rotorcraft	2 251 to 5 700 Kg	AEROSPATIALE	AS365	Credenhill	Technical Malfunction (A/C)	Landing gear failed to operate.	On returning from a parachuting task, whilst carrying out the pre-landing checks approaching the base HLS. I was noticed that the landing gear had failed to motor to the extended position. No lights were visible on the landing gear display. The landing gear switch was recycled, but landing gear still failed to operate. The aircraft positioned into the overhead in order to conduct FRC actions. The circuit breakers were confirmed 'in' after the landing gear control was recycled several times, the gear operated and extended to the locked position. The aircraft was brought into the hover at the base HLS for a visual inspection, before landing with no further issues. Aircraft placed on jacks for full undercarriage functional, undercarriage operate intermittently. Switch Control Main landing gear found to be operating intermittently and switch replaced iaw MM. Full undercarriage functionals carried out iaw MET and fault cleared. Aircraft serviceable and released to service.
201406628	23/05/2014	Fixed wing	0-2 250 Kg	CESSNA	310	EGPH (EDI): Edinburgh	Technical Malfunction (A/C)	Go-around flown and visual inspection carried out due to unsafe landing gear indications.	I was providing control in the AIR position, subject aircraft was handed to me at 7nm final for runway 06 as part of a sequence of inbound traffic. The aircraft continued as normal; at approximately 3nm final I cleared REV71C to land; at which point the pilot said that he would need to go-around as he did not have a locked indication for the left main gear. I gave him a go-around instruction to climb on runway heading to A030. and advised INT of the go-around and reason. A short while later INT called and suggested a right turn for the REV71C to clear the climb out for subsequent departures, so I suggested heading 130, which INT accepted. This was passed to the pilot, and, once the aircraft was safely clear of my traffic it was transferred back to INT. Around 8 mins later INT advised that the pilot of subject aircraft had manually re-cycled the gear, it was down, but he still did not have a locked indication for the left main gear: INT also said that the pilot wished to carry out a "fly past" to allow a visual inspection of the gear condition, to which I agreed. Given the, still suspect nature of the gear, in conjunction with the GMC controller a full emergency was initiated. Approximately 6 mins later the REV71C called me again, the plan was for him to carry out a low go-around 06, followed by a left hand visual circuit to land; assuming the visual inspection was positive. At this point the WM advised me that provided that the aircraft had sufficient fuel, the operating company would probably require the A/C to return to; although; this was to be confirmed. The WM; who was now in the VCR also suggested that since the concern was for the left main gear, it would be easier to see if the A/C was positioned to the south of the CTB. this was suggested to the pilot who agreed, and the manoeuvre was approved not below 500ft QNH. Following this fly-by it appeared that the gear was all down, and both main gear legs looked similarly extended. This passed to the pilot. The aircraft positioned downwind left hand for runway 06; and, as there was still no decision from his operator as to where they wished it to land; I asked the pilot whether he had sufficient fuel for a return to East Midlands if required; he stated that he had. This information passed to the operator. By this stage the emergency service vehicles, and airfield ops were in place; and the decision from the aircraft operator was for the aircraft to land which was passed to the pilot. The aircraft continued in the left hand circuit for 06 and landed safely at 0920 @ 0925, with the aircraft parked on the GAT, and the runway inspected, and returned to service, the incident was stood down. Supplementary 23/05/14: On approach, gear selected down. Only nose and RH showing down and locked. Go-around flown runway 06. Radar vectored south of airfield whilst emergency gear extension completed and troubleshooting. Same indications obtained (nose and RH main locked, LH main unlocked). Informed ATC, requested ILS approach and go-around with fire crew providing visual indication gear is down. ATC to contact Operation re: action plan. Land here or divert. ILS and low approach flown, south of control tower at 500ft QNH. Informed gear appeared down and looked the same as RH main, could not confirm if locked down. Positioned downwind runway 06, completed one RH orbit whilst I completed 'landing with defective main gear' checklist. Flew normal approach. During landing flare, magnetos selected off, held off LH main until sufficiently slow enough and gently lowered onto LH main gear. Gear did not collapse. Selected RH magneto on restarted RH engine and taxied to stand slowly on RH engine only with fire crew escort.
201406794	24/05/2014	Fixed wing	0-2 250 Kg	OTHER		EGPT (PSL): Perth/Scone	Technical Malfunction (A/C)	UK Reportable Accident: Nose landing gear failure after landing. One POB, no injuries. AAIB AARF investigation.	CAA Closure: Following an uneventful flight, the pilot carried out a normal approach and landing on Runway 23; the wind was described as light. During the ground roll the pilot reported hearing a loud 'dink' and a metallic noise followed by severe nosewheel shimmy. Believing that he had a puncture, the pilot held the control column in the aft position to unload the nosewheel. However he then heard a loud scrapping noise from the area of the nosewheel and so shut the engine down. The aircraft came to a halt on the runway resting on two of the three propeller blades. The pilot transmitted an emergency call before vacating the aircraft. The airfield emergency vehicle attended. The event occurred as a result of the failure of one side of the fork on the nose landing gear leg. The owner and the maintenance organisation that examined the landing gear leg reported visual evidence of a fatigue failure. Neither the AAIB nor the Light Aircraft Association had the opportunity to inspect the leg before it was repaired. AAIB Bulletin 09/2014, Ref: EW/G2014/05/14.
201406930	30/05/2014	Fixed wing	0-2 250 Kg	STAMPE	SV4	EGKA (ESH): Shoreham	Technical Malfunction (A/C)	Aircraft tipped forward onto its nose whilst taxiing.	1 POB, calls for taxi for a local flight. Given holding point Bravo One, RWY 02. Aircraft seen to commence taxi. ATCO attention diverted to aircraft on final approach and given T&G clearance, aircraft calls a problem and aircraft observed on its nose. Aerodrome RFFS called out and people observed running to a/c from the location. Pilot unharmed but unable to exit a/c. RFFS take photos of scene then attach ropes to lower the rear end. Pilot exits a/c and the bystanders push the aircraft back along the link taxiway. RFFS report that pilot said that the brakes locked.
201406938	30/05/2014	Fixed wing	0-2 250 Kg	PIPER	PA28R	EGNS (IOM): Isle Of Man/Ronaldsway	Technical Malfunction (A/C)	Gear unsafe indication. Full emergency declared.	On duty as Aerodrome Controller. Aircraft was inbound VFR and reported on final approach to runway 08 was cleared to land. The plot then informed me that he did not have nose gear down indication but was 'changing the bulb'. I confirmed that he was cleared to land or make a go-around as appropriate and the pilot subsequently called going around. As the aircraft flew past the Tower, all gear appeared to be down in a correct position and the nose gear doors fully extended. The pilot was informed of this. I suggested that he hold to the north of the airport while he assessed the situation. At that point I initiated a local standby with the RFFS pending further information. The pilot then wished to climb and hold off while he attempted to resolve the situation. AT around 16:30, I was advised by the ATC Supervisor that the pilot had been unable to achieve a gear safe indication but wished to come back and land. A plan of action was agreed to allow some inbound aircraft to land ahead and the emergency was upgraded to a Full Emergency. Another go-around was carried out to for gear inspection and the gear all appeared to be extended correctly. The pilot was informed and the aircraft landed safely and stopped on the runway. The aircraft taxied to apron and was inspected by the RFFS and the incident was closed at 18:48.
201407140	31/05/2014	Fixed wing	0-2 250 Kg	VANS	RV7	EGHR (QUG): Chichester/Goodwood	No Fault	UK Reportable Accident: Nose leg collapsed on landing. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot reported that he made a normal landing on both mainwheels but, towards the end of the ground roll, the nose leg collapsed and the aircraft skidded to a halt. The pilot described the condition of the grass runway as 'soft' and believes that it is possible that the nosewheel struck a divot. The Airfield Manager informed the AAIB that aerodrome staff carry out a detailed assessment of the grass runways every day and, if the surface is considered to be in a poor condition, will either close that area of the airfield or not permit it to be used for touch-and-go landings. On the day of the accident the condition of Runway 32, on which the pilot landed, was assessed as: 'Surface firm to soft with a few puddles. Land left or right of centreline 14/32 due surface condition.' Touch-and-go landings were permitted. AAIB Bulletin 09/2014, Ref: EW/G2014/05/18.
201407690	12/06/2014	Fixed wing	0-2 250 Kg	EUROPA		Sywell	Not Assessable	UK Reportable Accident: Engine failure, forced landing in a field. Two POB, one minor injuries. AAIB AARF investigation.	CAA Closure: The pilot reported that while flying in the cruise at a height of 2,200 ft he heard a single loud bang. At the same time the aircraft juddered and the engine lost power and stopped. The pilot changed to the reserve fuel tank and unsuccessfully tried to restart the engine. He selected a suitable landing site in a field of wheat, set the transponder to 7700 and made a MAYDAY. The aircraft touched down on both mainwheels, but despite holding the control column aft to keep the weight off the nose gear, it collapsed during the ground roll and the nosewheel detached. The passenger sustained minor bruising from the shoulder harness. Paramedics, police and the fire service all attended the scene of the accident. The reason why the engine stopped has not been established. AAIB Bulletin 09/2014, Ref: EW/G2014/06/11.
201407706	11/06/2014	Fixed wing	0-2 250 Kg	PIPER	PA28	EGJB (GCI): Guernsey, Channel Is.	Maintenance	Both main landing gear wheels found incorrectly installed on aircraft.	During the survey I found an airworthiness issue with the main wheels that I wanted to bring to your attention. Both main wheels had been incorrectly installed, the main axle nut had been installed the wrong way around thus preventing a preload to be applied to the bearings. This resulted in the main wheel being loose on the axels. Roughly ¼" play in both wheels. I have attached a short video to highlight this to you. I removed the left wheel assembly, inspected the axle and refitted the wheel correctly, unfortunately the right hand wheel nut has been jammed on so tight I could not remove it, if I were to force the wheel nut it would sustain damage. Currently the right hand wheel is still loose on the axle. The right hand wheel needs rectifying before next flight and I would strongly recommend a detailed inspection of both main wheel assemblies, both axles and all bearings. The owner is selling the aircraft and this inspection was carried out by the prospective buyer's appointed maintenance organisation. The aircraft had its most recent Annual inspection and ARC extension on March 26th 2014. I have verbally confirmed with this organisation that this maintenance input would have involved removal and re-installation of the main wheel assemblies. Since the Annual inspection was carried out the aircraft has received no maintenance input. During this period the aircraft has flown 6 hours 21 minutes, involving 7 takeoff and landing cycles. No operational problems were reported during these flights. The aircraft is due to be inspected by a third and independent maintenance organisation in order to confirm the above observations and to plan rectification work. In the meantime the aircraft has been grounded.

201407801	14/06/2014	Fixed wing	0-2 250 Kg	EUROPA	EUROPA	EGHU : Eaglescott	Pilot	UK Reportable Accident: Landing gear retracted when the aircraft touched down. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The landing gear operating lever was probably not locked in the down position before landing, with the result that the landing gear retracted when the aircraft touched down. The pilot believed that he had moved the operating lever into the correct position but did not then visually confirm that he had done so. His key learning point from this accident was always to visually check that the landing gear lever is correctly locked in the detent. AAIB Bulletin 10/2014, Ref: EW/G2014/06/14.
201408072	19/06/2014	Fixed wing	0-2 250 Kg	CESSNA	FRA150	EGNJ (HUY): Humberside	Pilot	UK Reportable Accident: Off-airfield precautionary landing causing damage to landing gear and propeller. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot encountered worsening weather conditions in flight, leading to an inadvertent IMC encounter. He elected to carry out a precautionary landing in a field of crops, during which the nose landing gear collapsed and the aircraft sustained damage. AAIB Bulletin 09/2014, Ref: EW/G2014/06/18.
201408164	21/06/2014	Fixed wing	0-2 250 Kg	GRUMMAN	AA5	EGNV (MME): TEESSIDE	Technical Malfunction (A/C)	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
201408199	21/06/2014	Fixed wing	0-2 250 Kg	BEECH	33	EGJJ (JER): Jersey, Channel Is.	Technical Malfunction (A/C)	UK Reportable Accident: LH landing gear collapsed on landing. Damage to underside of fuselage. Three POB, no injuries. AAIB AARF investigation.	CAA Closure: The left gear leg failed to lock down prior to landing and slowly collapsed during the landing roll, causing the aircraft to veer off the runway. The gear extension rod for the left gear leg was subsequently found to have failed in compression, but the reason for the failure was not evident. The landing gear actuation system on this aircraft type consists of a central gearbox that drives three gear extension rods, one for each of the three gear legs. The gear extension rod for the left gear leg was found to have failed in compression. This aircraft had suffered a gear leg collapse on landing in 2006. In November 2012, the extension rod for the left gear leg was found to be bent during the annual inspection and was replaced. It was this replacement extension rod that failed in compression. The cause of the failure to the extension rod was not determined, but the central gearbox is being replaced as a precaution. AAIB Bulletin 01/2015, Ref: EW/G2014/06/22.
201408304	20/06/2014	Microlight	0-2 250 Kg	FLY BUY ULTRALIGH	IKARUS C4	Lundy Island	No Fault	UK Reportable Accident: During landing, when the brakes applied, the aircraft did not slow down. Pilot steered the aircraft to avoid a wall, during which the nose leg collapsed. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot reported that this was his fourth flight to the location. On obtaining 'PPR', he was advised that sheep might be grazing on the runway. On arriving there, he saw a number of sheep on the runway and made two approaches and low passes before they were clear. On the third approach he noticed a ewe and its lamb close to the threshold and decided to land long. Just as the sheep disappeared from his view, he was aware of the ewe running to the right and the lamb to the left. The pilot recorded that the landing was normal, but when he applied the brakes the aircraft did not slow down and headed towards a wall beyond the end of the runway. He steered the aircraft to the right across some uneven ground, where the nose leg collapsed and the propeller blades struck the ground. The right wheel spat and hydraulic brake pipes were found to be damaged. Following the accident, a dead lamb was found close to the threshold. The pilot suspects that during the landing the right main wheel had struck the lamb, breaking the spat and damaging the hydraulic brake pipes. AAIB Bulletin 09/2014, Ref: EW/G2014/07/05.
201408352	24/06/2014	Fixed wing	0-2 250 Kg	CESSNA	P210	EGBP : KEMBLE	Technical Malfunction (A/C)	UK Reportable Accident: Nose landing gear collapsed during landing. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: As the aircraft slowed after landing on a grass runway the nose landing gear collapsed. The aircraft was manufactured with a plastic component in the mechanism which keeps the nose gear locked down. This component was discovered not to be strong enough and in 1984 the manufacturer recommended replacing it with a new, all metal, component. No record was found of the new component having been fitted to the aircraft. AAIB Bulletin 12/2014, Ref: EW/G2014/06/29.
201408484	19/06/2014	Fixed wing	0-2 250 Kg	RANS	S6	Oldbury-on-Severn	Pilot	UK Reportable Accident: Nose landing gear collapsed on landing. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot made an approach to grass Runway 28 at the airfield where the weather was CAVOK and the wind was from the north-east at 10 kt. The aircraft "floated" along the runway before touching down and bounced back into the air. When it touched down again, the nose landing gear collapsed, the propeller dug into the grass and the aircraft tipped forward, coming to rest upside down. The pilot left the aircraft through the normal exit. The pilot believed that a combination of factors contributed to the accident: a higher-than normal groundspeed at touchdown (due to a tailwind), the bounce and his subsequent correction to the flightpath, and the slight upslope of the runway. He considered that the nose landing gear was "lightly engineered". AAIB Bulletin 12/2014, Ref: EW/G2014/06/19.
201408494	26/06/2014	Microlight	0-2 250 Kg	EVEKTOR AEROTECH	EV97	EGTC : Cranfield	Pilot	UK Reportable Accident: LH main landing gear collapsed after a heavy landing. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The aircraft was landing on Runway 03, following a normal approach at 60 mph with two stages of flap selected. The pilot stated that the flare was high and resulted in a heavy landing, after which he slowed the aircraft to taxi speed, as normal. However, after taxiing down the runway for about 100 yds, the left main landing gear collapsed and the left wingtip contacted the surface. The aircraft came to rest on the edge of the runway, having swung through 90°. Its two occupants were uninjured. The pilot believed that he misjudged the flare and then did not take the appropriate corrective action, probably due to confusion between which hand was on the control column and which was on the throttle, which, in this instance, was opposite to the arrangement in the aircraft he normally flew on training flights. AAIB Bulletin 10/2014, Ref: EW/G2014/06/30.
201408679	30/06/2014	Fixed wing	0-2 250 Kg	OTHER		EGGP (LPL): Liverpool	Not Assessable	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.
201408685	29/06/2014	Microlight	0-2 250 Kg	CYCLONE AIRSPORT	PEGASUS C	Hunsdon Airfield	Not Assessable	UK Reportable Accident: Aircraft ran off the runway and overturned due to nosewheel appearing to disintegrate on landing. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: On landing, the aircraft ran off the runway, overturned and was extensively damaged. The nosewheel appeared to have partly disintegrated at touchdown, possibly as a result of a deflated tyre. AAIB Bulletin 10/2014, Ref: EW/G2014/06/32.
201408840	03/07/2014	Fixed wing	0-2 250 Kg	SISLER	SF2	Near Blithfield Reservoir	Met	UK Reportable Accident: Aircraft engine lost power due to suspected carburettor icing. Forced landing carried out. Two POB, minor injuries. AAIB AARF investigation.	CAA Closure: During the initial climb, following a takeoff from Runway 23, the aircraft's engine lost power. The pilot carried out a forced landing into a field but the ground conditions were rough and the aircraft's landing gear collapsed on touchdown. The two occupants both suffered some minor injuries but were able to vacate the aircraft unassisted. After the accident, the pilot and a Light Aircraft Association (LAA) inspector carried out an investigation into the engine failure. No faults were found in either the electrical or fuel systems, so they concluded that the most likely reason for the loss of power was carburettor icing. AAIB Bulletin 12/2014, Ref: EW/G2014/07/04.
201408873	02/07/2014	Fixed wing	0-2 250 Kg	PIPER	PA28	EGBO : WOLVERHAMPTON	Aerodrome	UK Reportable Accident: Aircraft bounced during landing before the nose landing gear collapsed. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The aircraft was on the approach to Runway 16. It had joined the circuit on the downwind leg at 1,100 ft agl, slowing to 90 mph on base leg whilst extending two stages of flap. After turning finals, the pilot reduced speed to 85 mph whilst selecting the third stage of flap and, crossing the airfield boundary, he again slowed to 80 mph. He states that he was happy with all aspects of the approach as he then closed the throttle to glide the remaining 50 - 100 ft to touchdown. As he neared the beginning of the paved surface, he started to flare the aircraft but, before the flare was complete, the wheels touched and the aircraft bounced, he believes three times, before the nose landing gear collapsed and the aircraft slid to a halt on its nose. The pilot believes that the aircraft struck a bump at the beginning of the touchdown zone, whilst it was in a relatively flat attitude, and travelling quite fast across the ground due to the lack of headwind and the lack of opportunity to lose speed in the flare. AAIB Bulletin 10/2014, Ref: EW/G2014/07/01.

201408879	22/06/2014	Microlight	0-2 250 Kg	ZENAIR	STOL CH7C	London Colney Airfield	Pilot	UK Reportable Accident: Aircraft landed heavily causing the nose gear to collapse. One POB, no injuries. AAIB AARF investigation.	CAA Closure: □ The aircraft landed heavily after what the pilot felt was a normal approach. During the ground roll the nosewheel collapsed and the aircraft stopped abruptly. The pilot, who was uninjured, made the aircraft safe and vacated it normally. He then discovered that the left wing rear attachment had failed. He thought this failure was probably caused by the rapid deceleration of the aircraft after its nosewheel had collapsed. The pilot considered the heavy landing was as a result of him misjudging the height of the flare in unusually light wind conditions. AAIB Bulletin 09/2014, Ref: EW/G2014/06/36.
201409000	03/07/2014	Fixed wing	0-2 250 Kg	PIPER	PA28R	EGKA (ESH): Shoreham	Technical Malfunction (A/C)	Nose wheel indicating gear unlocked.	Aircraft reported nose wheel indication not locked. Fly by for visual inspection of undercarriage. Nose wheel appeared not fully extended. Full emergency declared. Nose wheel locked on touchdown.
201409095	05/07/2014	Fixed wing	0-2 250 Kg	PITTS	S1S	EGPT (PSL): Perth/Scone	Pilot	UK Reportable Accident: Rate of descent was too high and the flare failed to prevent the aircraft from hitting the ground hard. The undercarriage collapsed. One POB, no injuries. AAIB AARF investigation.	CAA Closure: □ The pilot was on his second flight in a Pitts Special. Because visibility of the landing area during the approach is not good in this type of aircraft, he flew an approach in which his initial aiming point was about a third of the way along the runway and, when certain of reaching the airfield, side-slipped the aircraft to steepen the approach and bring the touchdown point closer to the threshold. The accident occurred when the pilot stopped the side-slip and flared the aircraft for landing. The rate of descent was too high and the flare did not prevent the aircraft from hitting the ground hard. The undercarriage collapsed, allowing the propeller to strike the ground, and the aircraft ground looped before stopping. The pilot, who was uninjured, made the aircraft safe and vacated it normally. There was no fire. The pilot considered that he did not maintain sufficient airspeed whilst side-slipping, so the flare did not arrest the high rate of descent. He thought that the energy-absorbing seat foam and using a seven-point harness had prevented injury. AAIB Bulletin 12/2014, Ref: EW/G2014/07/21.
201409246	10/07/2014	Fixed wing	0-2 250 Kg	CESSNA	182	EGTK (OXF): Oxford/Kidlington	Technical Malfunction (A/C)	Nose landing gear lower attachment fitting found cracked.	During a routine option 4 scheduled maintenance event, the nose landing gear lower attachment fitting was found to be cracked on the lower right and left attachment lug. Further investigation to be carried out. Preventative measures current fleet grounded for initial inspection of the effected parts, manufacturer informed. Internal repetitive inspection to be carried out at 25 hours as an out of phase item, until further guidance and information is received from the manufacturer.
201409392	11/07/2014	Fixed wing	0-2 250 Kg	CESSNA	152	EGCV : Sleap	Pilot	UK Reportable Accident: Aircraft bounced on landing causing damage to the propeller and nose landing gear. One POB, no injuries. AAIB AARF investigation.	CAA Closure: □ Following a normal glide approach from the downwind leg, the student pilot flared the aircraft slightly late, resulting in an early touchdown and bounced landing. After the second bounce, the aircraft pitched nose down before striking the runway nosewheel first, causing damage to the propeller and nose landing gear. The pilot thought that he should have flared a little earlier and allowed excess airspeed to wash off before touchdown. He also noted that a go-around may have been an option after the initial, bounced landing. His instructor observed the landing and reported that it was on all three wheels together at what appeared to be a slightly faster speed than normal, after which the aircraft may have been subject to a pilot-induced oscillation. AAIB Bulletin 09/2014, Ref: EW/G2014/07/10.
201409448	14/07/2014	Fixed wing	0-2 250 Kg	PIPER	PA28R	EGTB : Wycombe Air Park/Booker	Maintenance	UK Reportable Accident: Nose gear would not fully extend. Two POB, no injuries. Aircraft damaged. AAIB AARF investigation.	CAA Closure: □ The aircraft's nose landing gear leg failed to extend fully, following which a successful landing was made that damaged the aircraft's nose and propeller. A flexible fuel drain hose had become disconnected at its fitting at the lower engine cowl and the loose hose had restricted the nose landing gear leg sufficiently to prevent its full extension. The operator's maintenance facility determined that the probable cause of the hose detachment was that the hose end fitting had not been tightened fully once the lower cowl was refitted during the recent 50-hour check; this connection required disassembly in order to remove the lower cowl as part of this inspection. The maintenance facility has introduced an additional verification check for this task that is intended to prevent a recurrence. AAIB Bulletin 11/2014, Ref: EW/G2014/07/11.
201409461	15/07/2014	Fixed wing	0-2 250 Kg	PIPER	PA38	EGNC (CAX): Carlisle	Pilot	UK Reportable Accident: Aircraft bounced on landing, nosewheel collapsed. One POB, no injuries. AAIB AARF investigation.	CAA Closure: □ The flight was intended to be the qualifying cross-country navigation which he required for his Private Pilot's Licence. The weather conditions were good and the approach to the runway was described as normal but during the landing, the student left the flare too late and the aircraft bounced back up into the air. He tried to control the bounce, but on the second, firmer landing the nose landing gear collapsed. The aircraft then veered off the runway and came to rest on the grass. The student, who was uninjured, shut down the aircraft and vacated it normally. The student and his instructor agreed that after the initial bounce, initiating a go-around would have been a safer course of action. AAIB Bulletin 11/2014, Ref: EW/G2014/07/12.
201409505	10/07/2014	Fixed wing	0-2 250 Kg	CASA	1 131	EGLM : White waltham	Technical Malfunction (A/C)	UK Reportable Accident: Landing gear failed on landing. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: □ The pilot described the approach and landing as normal, but as the speed reduced he noticed the left wing beginning to drop. The pilot held the wing up with the ailerons, until the speed reduced so much that the ailerons were no longer effective and the wing touched the ground causing the aircraft to yaw gently approximately 10° to the left before it came to a halt. The pilot shut the aircraft down and vacated normally. A subsequent inspection revealed a fractured bracket at the rear of the right landing gear strut. This had allowed the landing gear to spread, and the left landing gear leg to move sideways. The pilot considers the initial failure may have occurred during the takeoff roll, as he recalled going over a larger than normal bump at a runway intersection. AAIB Bulletin 11/2014, Ref: EW/G2014/07/08.
201409624	18/07/2014	Fixed wing	0-2 250 Kg	JODEL	D120	EGNU : Full sutton	Met	UK Reportable Accident: After take-off, aircraft encountered a downdraft causing the aircraft to sink and the undercarriage collided with a hedge. Two POB, no injuries. AAIB ARRF investigation.	CAA Closure: □ The aircraft took off from Runway 04 at close to its maximum all-up weight. The reported wind was from 090° at 10 kt. The pilot noticed a slower than normal acceleration during the takeoff roll, which he expected as the aircraft was heavy, but he was airborne before his decision point. Shortly after becoming airborne, at approximately 50 ft, the pilot reported that the aircraft encountered a downdraft and he was unable to prevent it from sinking. The aircraft was unable to climb above the rising ground ahead, and its undercarriage collided with a hedge forcing the aircraft to pitch forward onto the ground, where the undercarriage collapsed and the aircraft came to an abrupt halt. The pilot made the aircraft safe and he and his passenger exited normally. During its last LAA flight test, at close to its maximum weight, the aircraft reportedly achieved a climb rate of over 600 fpm. AAIB Bulletin 12/2014, Ref: EW/G2014/07/16.
201409690	16/07/2014	Fixed wing	0-2 250 Kg	SOCATA	TB20	North Moor Airstrip	Pilot	UK Reportable Accident: Loss of control during landing resulting in the LH main landing gear collapsing. One POB, no injuries. AAIB AARF investigation.	CAA Closure: □ The pilot reported that he was landing on Runway 27, a 550 m long grass runway. Conditions were clear, with a 5 kt wind from the southwest; the grass was damp from overnight dew. He had flown into North Moor twice before and was familiar with electricity cables on the approach, 270 m from the runway threshold. He described his approach as slightly high over the cables, which, when combined with a long flare, resulted in the aircraft touching down about half way along the runway. The pilot commenced braking and, as he approached the end of the runway, still braking, attempted to turn the aircraft. The aircraft started to skid and the pilot straightened the aircraft to correct the skid. However, as the aircraft straightened the left main landing gear collapsed and the aircraft stopped on the runway just beyond the painted numbers designating Runway 09. The pilot reported that the marks on the runway suggested that a skid of 10 to 20 m had preceded the landing gear collapse. He commented that the grass was wetter than he had realised and, with hindsight, he should have gone around as his margin for error was too small. AAIB Bulletin 12/2014, Ref: EW/G2014/07/15.
201409828	21/07/2014	Fixed wing	0-2 250 Kg	JODEL	DR1050	EGBE (CVT): Coventry	Pilot	UK Reportable Accident: During landing, significant yaw caused the LH landing gear to collapse. One POB, no injuries. LH landing gear damaged. AAIB AARF investigation.	CAA Closure: □ The aircraft approached Runway 23 with a reported wind of 10 - 12 kt from the north-west. The pilot reported allowing for crosswind but, at the point of touchdown, he was not aligned with the runway centreline. When on the ground, he attempted to correct by applying right rudder which caused a significant yaw to the right. The pilot was unable to correct this yaw which led to the collapse of the left landing gear. The aircraft slowed to a halt, resting on the left wing. The uninjured pilot was wearing a lap and diagonal harness; he considered the cause to be an over-compensation of yaw using the rudder after touchdown. AAIB Bulletin 12/2014, Ref: EW/G2014/07/29.

201409874	18/07/2014	Fixed wing	0-2 250 Kg	AEROMERE	FALCO F8L	Bourg en Bresse	Technical Malfunction (A/C)	Failure of the landing gear system. Aircraft landed with the landing gear in the 'up' position. One POB, no injuries reported. Substantial damage to aircraft.	Supplementary 28/07/14:□ Due to the aircraft being an old kit version, pilot not applying the emergency procedure and light aircraft damage the Foreign authority have decided not to investigate. □ CAA Closure:□ Due to the elapsed time since the event, no further investigation is practicable.
201409958	17/07/2014	Fixed wing	0-2 250 Kg	OTHER		EGFE (HAW): Haverfordwest	Pilot	UK Reportable Accident: After touchdown, the aircraft slewed to the left. Aircraft departed the runway and the RH leg broke form the fuselage. Two POB, no injuries. AAIB AARF investigation.	CAA Closure:□ The pilot had completed an earlier flight using Runway 03. The forecast wind was from the north-north-east at 7 kt. Towards the end of his second sortie with an approach to Runway 09, the pilot quickly glanced at the wind sock and confirmed that little wind was present. He reported that, after touchdown, the left wing lifted and the aircraft slewed to the left. The application of right rudder did not correct the problem. The right wheel was caught by gravel as the aircraft departed the left side of the runway at low speed and the right leg broke away from the fuselage. The pilot stated that the actual wind was varying in direction from that forecast to being more easterly and with a speed of 0-7 kt. He considered that the loss of control after landing was due to a gust of wind from the left and, with hindsight, he should have used Runway 03 as he had for his earlier flight. AAIB Bulletin 12/2014, Ref: EW/G2014/07/20.
201410070	25/07/2014	Fixed wing	0-2 250 Kg	PIETENPOL	AIRCAMPEI	Shenington Airfield	Pilot	UK Reportable Accident: Landing gear collapsed during landing. Damage to landing gear, propeller, underside of fuselage. Two POB, no injuries. AAIB Field investigation.	CAA Closure:□ During the final stages of the approach to land, despite the pilot's actions, the aircraft did not□ enter the flare which resulted in a heavy landing and caused the landing gear to collapse.□ This was probably the result of a combination of a higher than normal rate of descent, low□ airspeed and a lack of elevator effectiveness as the aircraft was operating at its forward□ Centre of Gravity (C of G) limit. AAIB Bulletin 5/2015 ref EW/C2014/07/01.
201410274	23/07/2014	Fixed wing	0-2 250 Kg	PIETENPOL	AIRCAMPEI	EGYD : Cranwell	Maintenance	UK Reportable Accident: Landing gear collapsed. Two POB, no injuries reported. Substantial damage to aircraft. AAIB AARF investigation.	CAA Closure:□ The right landing gear collapsed during a touch-and-go due to the failure of the right landing□ gear tie-rod-end. The Light Aircraft Association (LAA) investigation identified that the□ tie-rod-end was of a lower specification to that required by the production drawings. As a□ result of feedback on the condition of the tie-rod-ends on other aircraft, the LAA published□ Airworthiness Information Leaflet LAA/MOD/047/009 Issue 1 in November 2014 which□ introduced a routine inspection and a 100 flying hour life for landing gear tie-rod-ends. Bulletin 3/2015 ref, EW/G2014/07/30.
201410432	31/07/2014	Fixed wing	2 251 to 5 700 Kg	OTHER		EGDR : Culdrose	Technical Malfunction (A/C)	UK Reportable Accident: Engine failure forced landing, gear collapsed. One POB, no injuries reported. AAIB Field investigation.	CAA Closure:□ The aircraft was performing in a public air display at Culdrose when the pilot became aware□ of a significant engine vibration and then a corresponding loss of thrust. Despite the loss□ of engine power the pilot was able to land the aircraft on the runway but the landing gear□ collapsed on touchdown, causing it to veer off the runway. The aircraft came to a stop on□ the grass approximately 1,500 ft from the initial touchdown point. The pilot vacated the□ aircraft unaided and without injury. The accident was a result of the loss of engine power□ caused by severe mechanical disruption within the 'front row' crankcase of the engine.□ The breakup may have been caused by the failure of an articulated connecting rod wrist□ pin bearing, possibly due to overheating, the cause of which is not yet known. Forensic□ investigation is continuing, to establish the exact cause. AAIB Bulletin 7/2015 ref EW/G2014/07/32.
201410453	31/07/2014	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EGWU (NHT): Northolt	Not Assessable	Nose wheel tyre burst during taxi-in.	Nose Wheel Burst. The aircraft was positioned visually for a right base join on RW25, a stable approach was flown with a normal touchdown and roll out. The aircraft was slowed gently without excessive braking and turned off the RW at taxiway Echo. After clearance to taxi back, the aircraft was turned onto taxiway Delta. A powerful vibration was felt through the rudder pedals associated with a loud sound. The aircraft was turned off the taxiway and parked at the western end of ASP1. Tower was advised of the problem and no further action was requested from ATC. The aircraft was shutdown and assistance sought. Following the event, the nose tyre was found to be completely deflated. The deflation took place at walking speed whilst taxiing to park. The tyre had shown no signs of under inflation during the pre-flight inspection and no other indications or symptoms were identified by the crew or subsequently by the airfield. As part of the maintenance investigation, the nose wheel assembly was stripped and inspected. Due to damage to the tyre and inner tube caused by the deflation, maintenance were unable to determine the exact cause of the issue nor did they find anything of note. The tyre was approx 50% worn at the time of the incident and tyre wear was therefore not seen as a contributing factor. Following the investigation, the aircraft's nose wheel assembly was replaced and returned to service without further incident. As no identifiable issues could be found resulting from this incident, the Company's report is closed, however, the information will be captured by the SMS for further analysis if a trend becomes apparent.
201410475	01/08/2014	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EGNM (LBA): LEEDS BRADFORD	Technical Malfunction (A/C)	Go-around flown due to unsafe landing gear indication on approach.	1107 - Aircraft goes around into the visual circuit due unsafe landing gear indication and requests visual inspection. Gear appeared down.□ 1109 - RFFS local standby□ 1113 - Aircraft requests visual approach and also requests fire assistance. Full emergency initiated.□ 1117 - Aircraft lands safely□ 1121 - Incident stood down by fire chief.□ Wx 200/08 160v230 9999 sct020 bkn030 17/14 q1006□ Supplementary 01/08/14:□ During approach, upon selecting gear down a left main gear not down indication was observed (i.e. two green lights instead of three). A visual inspection from the tower was conducted during the subsequent go-around. The tower staff observed all three landing gear struts to be fully extended and normal; the commander elected to proceed into the local area to clear the warning. The commander swopped landing gear bulbs and carried out the emergency gear extension drills. A subsequent visual approach and landing was carried out uneventfully with the airport Fire Service in attendance; taxi into the stand was likewise without incident.
201411398	16/08/2014	Fixed wing	0-2 250 Kg	SCHLEICHER	ASW24	Keevil	Pilot	UK Reportable Accident: Aircraft landed with gear up. One POB, no injuries reported. Aircraft substantially damaged. Investigation referred to BGA.	CAA Closure:□ Investigation found that the pilot omitted to put the undercarriage down for landing. Pilot was not alerted to the omission whilst on approach according to guidelines.
201411444	19/08/2014	Fixed wing	0-2 250 Kg	PIPER	PA28	EGSC (CBG): Cambridge	3rd Party	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.

201411548	18/08/2014	Rotorcraft	2 251 to 5 700 Kg	AEROSPATIALE	SA365	Kyle	Technical Malfunction (A/C)	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. Supplementary 03/12/14: Cause was the main landing gear switch (internal failure). This is the first time that we have experienced this in thousands of landing gear cycles. CAA Closure: During investigations, it was initially thought that the fault was with a relay on the nose oleo but, on an airtest the same problem persisted. Eventually, it was found that the fault was in the main undercarriage selection switch 894TS05NYin the cockpit, which was changed. Undercarriage extension and retraction checks carried out satisfactorily and the aircraft returned to service.
201411743	22/08/2014	Rotorcraft	2 251 to 5 700 Kg	AEROSPATIALE	AS365	EGOS : Shawbury	Technical Malfunction (A/C)	Landing gear failed to retract during climb.	In the climb, passing 500', departure checks carried out. Landing gear selected 'Up', failed to retract. Gear selected 'Down' the 'Up' again. Continued to 2000' in the cruise S+L. Fault diagnosed iaw the FRCs. No circuit breakers popped. Flight continued with gear 'Down'.
201411862	24/08/2014	Microlight	0-2 250 Kg	OTHER		Battleflat Farm	Technical Malfunction (A/C)	UK Reportable Accident: Engine lost power after take-off. Pilot turned back towards airfield. Aircraft landed fast during which the NLG collapsed. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot reported that the power checks carried out prior to the takeoff were satisfactory, but as the aircraft climbed through 350 ft the engine lost most of its power. As the winds were light, and there was no suitable location ahead of the aircraft in which to land, the pilot turned back towards the airfield. The aircraft was high as it crossed the threshold and touched down at a higher than normal landing speed. During the ground roll the nose landing gear collapsed and the aircraft tipped over onto its back. Both occupants were uninjured and vacated the aircraft through the normal exits. AAIB Bulletin 11/2014, Ref: EW/G2014/08/08.
201412086	30/08/2014	Fixed wing	0-2 250 Kg	OTHER		Nr Saffron Walden	Technical Malfunction (A/C)	UK Reportable Accident: Nose wheel detached upon landing. One POB, no injuries. AAIB AARF investigation.	CAA Closure: Following a normal approach and touchdown at a private grass airstrip, the nose landing gear failed. The nosewheel detached and the aircraft came to a rest within a short distance. Examination of the failed components showed what appeared to be a fatigue failure in the nose landing gear leg. The pilot confirmed that the inspection required by SB-CR-016 had been carried out and also that the modified NLG referred to in SB-CR-021 had not been fitted. Although the aircraft was routinely operated from a grass airstrip, its surface was smooth and in good condition. The NLG had not been subject to any hard landings or other abnormal loading. The Light Aircraft Association is currently reviewing the design of both the modified and unmodified versions of this type of NLG. AAIB Bulletin 11/2014, Ref: EW/G2014/08/15.
201412216	18/08/2014	Fixed wing	0-2 250 Kg	DIAMOND	DA42	EGBE (CVT): Coventry	Technical Malfunction (A/C)	Unsafe undercarriage indication, flypast inspection carried out.	At 16:53UTC aircraft conducting visual circuits reported an unsafe undercarriage illumination whilst on the downwind leg. A full emergency was initiated. The aircraft conducted a fly past of the Tower for a visual inspection. The gear appeared down. The aircraft completed a further visual circuit and landed safely at 16:58.
201412292	31/08/2014	Fixed wing	0-2 250 Kg	CVJETKOVIC	CA65	Chavenage Airfield	Technical Malfunction (A/C)	UK Reportable Accident: Landing gear faulty, landed gear up. One POB, no injuries. AAIB AARF investigation.	CAA Closure: After takeoff the pilot raised the landing gear. Doing so in this aircraft involved selecting the undercarriage lever to the up position then manually operating a ratchet handle. A short while later the pilot noticed that the selector lever on the undercarriage ratchet handle had become disconnected and had fallen beneath the floor of the aircraft where it was no longer accessible in flight. He was now unable to lower the landing gear. The pilot flew for a while to reduce fuel and then carried out a 'wheels up' landing on the grass strip. He was unhurt and vacated the aircraft normally. There was no fire. AAIB Bulletin 12/2014, Ref: EW/G2014/08/16.
201412482	12/08/2014	Fixed wing	0-2 250 Kg	CENTRAIR	101	EGWC : Cosford	Pilot	UK Reportable Accident: Hard landing with landing gear retracted. Aircraft substantially damaged. One POB, no injuries reported. Subject to BGA investigation.	CAA Closure: Investigations found that following a high-energy manoeuvre upon completion of a competition task, the pilot opted to land straight ahead but failed to reduce his speed sufficiently in order to expedite a safe 'straight ahead' landing. The accident was discussed with the site CFI an no further action was taken.
201412560	05/09/2014	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EGHH (BOH): Bournemouth/Hurn	Technical Malfunction (A/C)	Stbd langing gear down light failed to illuminate during approach.	On selection of gear down only two greens. Checked bulb via "Press to Test" - OK. Tower flypast confirmed to the best of their view the gear was down - tower and fire crew both. Manual gear pump handle did not light the failed lamp. Second pass of the tower in opposite direction reconfirmed the gear appeared to be down. As starboard was the suspect landing was made with port u/c touching down first and starboard engine being brought to idle on touchdown. Landing was normal. Visual inspection by fire crew confirmed gear looked good. Normal taxi made to parking. Following morning inspection by engineer confirmed gear fully locked down and issue was an indication problem. RH gear down micro switch requires replacement. Certified fit to fly to base "gear down" to rectify indication issue. Following the ferry flight back to base the RH MLG down micro switch was replaced. Gear swings carried out all OK. 3 greens when locked down. A/C removed from jacks. Technical defect caused by switch failure (sealed unit). No recent history noted of similar defects on the fleet.
201412624	07/09/2014	Microlight	0-2 250 Kg	OTHER		Eshott Airfield	Met	UK Reportable Accident: The aircraft suddenly became airborne again and, before the pilot was able to open the throttle to go around, the aircraft landed heavily on its nosewheel. One POB, no injuries. AAIB AARF investigation.	CAA Closure: After what seemed to the pilot to be a normal touchdown, the aircraft suddenly became airborne again and, before he was able to open the throttle to go around, the aircraft landed heavily on its nosewheel. The front forks bent backwards and the propeller struck the ground. The aircraft then left the runway and came to a halt. The pilot, who was uninjured, made the aircraft safe and vacated it normally. The pilot considered that the accident was caused by him relaxing after the touchdown, and he was not able to react quickly enough to a gust of wind which had caused the aircraft to become airborne again. AAIB Bulletin 12/2014, Ref: EW/G2014/09/03.
201412630	08/09/2014	Fixed wing	0-2 250 Kg	CASA	1 131	Nr Marlborough	Technical Malfunction (A/C)	UK Reportable Accident: Aircraft departed the airstrip and dug into soft ground, coming to rest upright. Two POB, one minor injuries. AAIB AARF investigation.	CAA Closure: Following a normal landing in light wind conditions, the pilot was unable to prevent the aircraft deviating to the left. It left the grass airstrip and dug in to soft ground, coming to rest upright. The nature of the incident and the tracks left by the mainwheels suggested to the pilot that an undercarriage drag strut may have failed, causing the loss of directional control. AAIB Bulletin 12/2014, Ref: EW/G2014/09/05.
201412714	08/09/2014	Microlight	0-2 250 Kg	CYCLONE AIRSPORT	PEGASUS Q	Arclid Airfield	Pilot	UK Reportable Accident: Aircraft stalled in the flare and bounced causing the landing gear suspension to collapse. Aircraft departed the runway before rolling onto its side. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot was landing at an airfield with which he was unfamiliar. On his second attempt to land, he flared too high and for too long and the aircraft stalled from a height of about 10 ft. The nose landing gear suspension collapsed and the aircraft left the runway before rolling onto its side. The pilot cited four factors which, in his opinion, contributed to the accident: 1) In the flare he "held off" too high and for too long. 2) He was unfamiliar with the airfield. 3) The downslope on the runway led to him misjudging the landing flare. 4) After a long flight he was in some discomfort, and distracted, due to a full bladder. AAIB Bulletin 12/2014, Ref: EW/G2014/09/06.

201413181	16/09/2014	Fixed wing	0-2 250 Kg	GROB	G115	EGXE : Leeming	Technical Malfunction (A/C)	Excessive nosewheel shimmy.	I performed a normal take-off in near still wind conditions. Shortly after getting airborne at around 70kts, I felt vibration through the airframe consistent with excessive nosewheel shimmy; I elected, however, to continue the sortie. Following an uneventful sortie, I carried out a normal landing, ensuring that I landed with no side load on the mainwheels. As the ac rolled out from the touchdown, with the nosewheel on the ground, I felt the vibration again. I taxied back, carried out a normal shutdown and placed the a/c unserviceable.
201413293	14/09/2014	Fixed wing	0-2 250 Kg	DIAMOND	DA42	EGHI (SOU): Southampton	Technical Malfunction (A/C)	Tyre deflation on runway. RFFS attended.	Aircraft landed on runway and rolled to Bravo. I instructed him to vacate and taxi to stand at which point he stopped and informed me he had a flat tyre and was unable to move. I initiated an Aircraft Ground Incident. I instructed the aircraft to shut down on the runway. After the aircraft shut down the passengers disembarked and I was unable to speak to them on the radio. Fire 1 downgraded the emergency to Local Standby Ground, and told me they were going to manually push the aircraft off the runway on to stand.
201413518	23/09/2014	Fixed wing	0-2 250 Kg	GROB	G115	EGXE : Leeming	Technical Malfunction (A/C)	Tyre deflation on taxiway.	On starting to taxi onto the runway it became apparent that the right wing was lower than normal. I stopped the aircraft just past the hold point and asked ATC for assistance in looking at the right undercarriage. I was directed to turn left to allow the Caravan to carry out an inspection. The caravan informed me that the right mainwheel was deflated. I shut the aircraft down and waited for NUAS assistance. The wheel was changed and the aircraft towed back to the hangar.
201413543	18/09/2014	Fixed wing	0-2 250 Kg	CESSNA	172	EGCL : Fenland	Met	UK Reportable Accident. Nose gear collapsed on landing, damage to nose gear and cowling. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot encountered worsening weather after takeoff and decided to curtail her flight. She joined the visual circuit in reducing visibility and flew a closer than normal approach which, combined with a light headwind on final, placed the aircraft higher on the approach than was usual. The pilot considered that a safe landing could still be achieved so continued the approach. The aircraft bounced on touchdown and the nose landing gear subsequently struck the ground prematurely and collapsed. AAIB Bulletin 2/2015 EW/G2014/09/09.
201413556	24/09/2014	Fixed wing	0-2 250 Kg	AERO	AT3	EIBR : Birr	Pilot	Foreign Accident: Runway excursion, nose landing gear collapsed. One POB, no injuries reported. Aircraft substantially damaged. Subject to Foreign Authority investigation.	CAA Closure: AAIU Report No: 2015 - 010: Following a normal approach to land, the aircraft ballooned and then bounced on the runway. As the aircraft became airborne again, the Pilot applied power to arrest the descent. The aircraft yawed to the left. It touched down on the grass to the left of the runway in a nose-down attitude, sustaining substantial damage. AAIU Comment: The slipstream from a nose-mounted propeller flows back around an aircraft and meets the vertical stabiliser at an angle of attack which generates a sideways aerodynamic force on the stabiliser and this tends to yaw the aircraft's nose. The direction of the yaw depends on the direction of propeller rotation. The propeller on G-DPEP rotated clockwise (as viewed from the cockpit) and therefore the tendency was for the nose to yaw to the left. An application of power increases the slipstream effect on the vertical stabiliser and this will be particularly noticeable at low airspeed. The Pilot's own analysis of the event was that he did not apply enough right rudder to counteract the left yaw generated by his application of power when the aircraft became airborne after the bounced landing.
201413594	21/09/2014	Fixed wing	0-2 250 Kg	FOURNIER	RF4	Enstone	Not Assessable	UK Reportable Accident: Aircraft landed wheels up. One POB, no injuries reported. Damage to engine, propeller and fuselage. Subject to BGA investigation.	
201413762	29/09/2014	Fixed wing	0-2 250 Kg	YAKOVLEV	YAK52	EGSX : North Weald	Pilot	UK Reportable Accident: Aircraft landed with undercarriage partially extended. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot was landing after a local flight of about 20 minutes duration. Everything was normal until, on touchdown, he sensed that the aircraft adopted a greater than normal nose-high attitude. The aircraft came to a halt on its retracted mainwheels, with the propeller broken. The aircraft type uses a pneumatic system for the mainwheels, flaps and brakes. The tricycle landing gear is selected using a lever in each cockpit. It requires the lever to be fully in the UP or DOWN detent to achieve the desired selection and another knob must be actuated to withdraw the detents each time the lever is moved. Three green lights to the left of the levers indicate when the landing gear legs are down and locked and three mechanical indicators, one in each wing and one in the nose, provide additional indications of gear position. The pilot reported that, when he selected down, he did not move the lever fully into the down detent and did not check the indicators. This resulted in the nosewheel only partially extending, whilst the mainwheels remained retracted (the aircraft was designed to land on its retracted mainwheels, with minimal damage, in an emergency). AAIB Bulletin 12/2014, Ref: EW/G2014/09/16.
201413932	01/10/2014	Fixed wing	0-2 250 Kg	PIPER	PA24	EGBT : Turweston	Technical Malfunction (A/C)	UK Reportable Accident: Aircraft landed with landing gear retracted following electrical failure. One POB, no injuries reported. AAIB AARF investigation.	CAA Closure: The pilot took off to position the aircraft for maintenance. During the climb-out, whilst retracting the landing gear, the aircraft lost electrical power. The pilot was unable to restore power and elected to return. He then found that the landing gear could not be lowered manually and so he decided, as originally planned, to fly to the original destination where the aircraft's maintenance organisation was based. The aircraft made a gear-up landing and the pilot, who was uninjured, exited the aircraft normally. AAIB Bulletin 01/2015, Ref: EW/G2014/10/01.
201414679	15/10/2014	Fixed wing	0-2 250 Kg	CESSNA	310	EGNX (EMA): NOTTINGHAM EAST MIDL	Maintenance	Two brake disc pads recovered from taxiway intersection due to incorrect installation during maintenance repair.	Two brake disc pads were recovered from taxiway during a routine runway inspection. The pads measured as 6mm in thickness, 60mm in arched length X 25mm and have been identified using the part number as being from a particular aircraft type. All companies operating the aircraft flights out of airport have been contacted and the aircraft that had departed prior to the brake disc pads being recovered have been checked. The companies involved have confirmed on return the aircraft were all fully serviceable. Investigation is ongoing. Supplementary 15/10/14: I started my shift and was assigned to aircraft. Today's task included undercarriage inspections. During the course of these inspections, I noticed that two of the six brake linings were missing from the LH brake unit. Two new brake linings were fitted. Supplementary 20/10/14: The left hand brake assembly brake linings were incorrectly installed during replacement by a trainee engineer. CAA Closure: Investigations found that the supervising engineer commented this was not the first time the trainee engineer had inspected and replaced a brake unit and all work was quoted as being carried out iaw appropriate maintenance manuals. The aircraft had passed a function check where the certifying engineer "...had him [the trainee] operate the brakes while I rocked the aircraft..." Subsequently, two brake linings were recovered from taxiway intersection during a routine runway inspection. The airfield operations department researched the serial number and found them to come from a Cessna type aircraft. On further investigation by the certifying engineer he stated that "the manual tells you to glue the pads on..." This step is to aid lining placement during assembly and not hold the linings in place permanently. Root cause determined to be the incorrect installation of the LH brake assembly brake linings by the trainee engineer. The supervising engineer had discussed the use and requirement for shims during the task but had failed to notice the fault during inspection. An incorrect use of the supplied maintenance data led to the brake linings being installed incorrectly, without the application of glue, as directed. Remedial action carried out and two replacement linings were installed. Fleet check carried out as a precaution. It was noted that although this was not the trainee's first time fitting a brake unit, all aircraft had subsequently flown and been on maintenance since without any similar incident. A previous and recent airworthiness incident and internal audit findings highlighting inadequacies in engineering human factors training and compliance of maintenance manual procedures appears to be once again, the cause of this incident. The company HF training process and content is under review with the results communicated, if applicable, in due course. The engineer fitting the brake unit was a trainee under supervision and valuable lessons have been learnt that may transcribe to all his future work. Errors made and investigation findings will be included in future Continuation Training sessions. Ongoing and frequent reminders are being communicated to all Part 145 personnel to ensure they use the current, and accurately transcribe, maintenance data references onto the worksheets.

201414969	25/07/2014	Fixed wing	0-2 250 Kg	AVIONS ROBIN	ATL	EGNY : Beverly (Linley Hill)	Pilot	UK Reportable Accident: During touch-and-go landing, aircraft bounced and NLG collapsed. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The pilot flew three solo circuits then landed to pick up an examiner for his biennial proficiency check. The weather conditions were good, with a light and variable northerly wind. After completing general handling in the local area, the aircraft returned to the circuit for a practice forced landing to a go-around. The pilot then positioned the aircraft for his first landing, a touch-and-go, on grass Runway 12. The approach, at 60 kt with full flap, appeared normal. However, as the pilot flared the aircraft, in what he thought was the usual position, the rate of descent did not reduce and the aircraft landed heavily, bounced and pitched forward. It landed again on the nosewheel and the nose landing gear collapsed, allowing the propeller to make contact with the ground. The aircraft ran along the runway for about 50 yards before coming to a halt. The pilots, who were uninjured, made the aircraft safe and vacated it normally. There was no fire. The pilot, who normally flies the aircraft solo, considered that he had not made sufficient allowance for the additional weight of the examiner. Also, fatigue at the end of a long day, may have been a factor. AAIB Bulletin 11/2014, Ref: EW/G2014/07/24.
201415261	28/10/2014	Fixed wing	0-2 250 Kg	CESSNA	152	EGSR : Earls Colne	Met	UK Reportable Accident: Bounced crosswind landing. Damage to nosewheel and propeller. 1 POB, no injuries reported. AAIB AARF investigation.	CAA Closure: The first approach to Runway 24 was slightly high and fast and resulted in a go-around. On the second approach, a gust of wind caused the aircraft to roll to the right close to the ground.This precipitated a loss of control, and the aircraft impacted hard on the nose landing gear, which collapsed (Figure 1). Airfield staff, observing the windsock, estimated the wind was from 190° at 12 kt. Although the aircraft was fitted with two communications radios, they were of different design, and the pilot had not been shown how to use the second one; she was unaware it was a communication radio. AAIB Bulletin 6/2015 ref EW/G2014/10/10.
201415627	31/10/2014	Microlight	0-2 250 Kg	OTHER		London Colney Airstrip	Met	UK Reportable Accident: Aircraft bounced on landing, nosewheel collapsed and flipped inverted. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The aircraft made an approach to Runway 23 with the wind direction and strength reported to be southerly at 8 kt by another nearby airfield. On touchdown the aircraft bounced twice before the nosewheel collapsed and it flipped inverted. The pilot has stated that another pilot at the airfield reported that the wind had been very variable but, whilst he believes this may have contributed to the bounce, he recognises that he should have initiated a go-around after the first bounce. AAIB Bulletin 01/2015, Ref: EW/G2014/10/13.
201415758	04/11/2014	Fixed wing	0-2 250 Kg	PIPER	PA28	EGNS (IOM): Isle Of Man/Ronaldsway	Technical Malfunction (A/C)	Difficulty steering due to flat tyre.	Aircraft was in the circuit when he reported that he may have a possible flat tyre. Circuit was widened to position him number two behind 1FR traffic. Aircraft landed but had difficulty steering and shut down on taxiway Delta, still infringing 26-08. On inspection it was confirmed that the right hand undercarriage tyre was flat and off the rim. Aircraft was moved clear of the runway with assistance from the Fire Crew and Airport Operations. Runway was inspected and normal operations were resumed.
201415768	09/11/2014	Fixed wing	0-2 250 Kg	BEECH	76	EGSC (CBG): Cambridge	Not Assessable	UK Reportable Accident: Aircraft landed with nose landing gear retracted. Aircraft nose damaged. Two POB, no injuries. Subject to AAIB AARF investigation.	The aircraft was jacked after the event and the operator reported that the nose landing gear appeared to be resting on the closed doors. After some manual assistance, the doors opened and the gear extended. Subsequently, the aircraft was recovered to a hangar but, as it had not been examined further, the reason why the nose landing gear did not extend could not be reported. The operator has been made aware of the previous possible causes and confirmed they will assess the aircraft damage accordingly. Bulletin 4/2015 ref EW/G2014/11/06.
201415817	06/11/2014	Fixed wing	2 251 to 5 700 Kg	BEECH	200	Unknown	Design / Manufacture	Cracks on main landing gear upper and lower torque link attachments.	During the examination of the aircraft L/H & R/H main undercarriage as part of the schedule Phase 4 maintenance inspection it was found that there were cracks (via NDT) on the lower outboard torque link attachment lugs. Because it was noted that the on the previous Phase Check that the L/H main undercarriage was also rejected for cracking and that a previous MOR with regards to similar cracking was submitted 24/05/2011 a fleet check has been implemented to check for cracks on the remaining aircraft fleet. To date two other aircraft have had cracks confirmed via NDT on LH and RH lower inboard and outboard lugs. Three other aircraft in the fleet are to be inspected. Manufacturer informed. CAA Closure: This particular leg is quarantined along with its documentation and awaiting further instruction from the OEM. The operator has implemented additional checks in that all replacement legs (new/reconditioned) that are received are NDT checked to establish their integrity. This will be until such times that the OEM can assure them that their supply chain is robust for the release of these items. After reviewing the NDT reports, the operator decided to contact the manufacture for further advice on the root cause. This technical review will take several months. The manufacturer has issued a letter that allows the aircraft to continue in service providing the NDT checks are completed at 200 hrs and that any repaired units are checked using the same process until their technical report is issued.
201415825	10/11/2014	Fixed wing	0-2 250 Kg	CASA	1 131	EGTB : Wycombe Air Park/Booker	Not Assessable	Hard landing. Oleo collapsed. One POB, no injuries.	CAA Closure: AAIB downgrade to 'Non-Reportable' from AARF investigation. No further investigation to be progressed by the AAIB.
201415826	06/11/2014	Microlight	0-2 250 Kg	CYCLONE AIRSPORTI	PEGASUS Q	Plaistow, London	Pilot	UK Reportable Accident: Loss of control on take-off. Propeller, wing, right wheel spat and pod damaged. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The purpose of the flight was to familiarise a reasonably experienced pilot of another type of weight-shift microlight with the Quik GT450. After an uneventful circuit and landing, the pilot told the passenger to taxi the aircraft to the runway and perform another, similar circuit. However, this time, contrary to the pilot's instructions, the passenger adopted an incorrect technique and, despite intervention by the pilot who eventually tried to abandon the takeoff, the aircraft had to be steered left to avoid over-running the runway. During the turn, the aircraft tipped onto its right side. AAIB Bulletin 5/2015 ref EW/G2014/11/05.
201416051	14/11/2014	Fixed wing	0-2 250 Kg	CHAMPION	7KCAB	EGBO : WOLVERHAMPTON	Pilot	Aircraft tail wheel struck runway light during taxi.	On Completion of a solo circuit the aircraft exited runway 16 on to runway 28 and was seen to strike the runway edge light with the tail wheel the pilot was not aware of any impact. On subsequent inspection of the runway light it was found to be dislodge at the stem. Inspection of the aircraft showed no damage. Airport ATC & Operations have been informed.
201416241	18/11/2014	Fixed wing	0-2 250 Kg	PIPER	PA38	EGPU (TRE): Tiree	Technical Malfunction (A/C)	Burst tyre after landing.	A/C landed on R/W 11 with surface wind 130 / 18 kts QNH 1013. At the end of landing roll the pilot reported he may have a puncture and requested an inspection from airport vehicle. AFS confirmed the A/C had a puncture and AFS and MT staff assisted the pilot to get the A/C to the apron. R/W 11 was inspected and no damage or debris found.
201416360	21/11/2014	Rotorcraft	2 251 to 5 700 Kg	SIKORSKY	S76	EGNJ (HUY): Humberside	Technical Malfunction (A/C)	Nose wheel tyre burst during taxi.	Whilst in position as the Aerodrome controller we had a stream of aircraft arrivals. Instructions to the first were given to land and vacate, on vacating the runway instructions were given to number two to land and vacate. On vacating the runway at taxiway the aircraft came to a halt, approx 30 seconds later the pilot reported that they thought they had a burst nose wheel tyre. A ground incident was called and emergency orders followed. Passengers were disembarked on the taxiway and the nose wheel tyre changed in situ.

201416470	21/11/2014	Fixed wing	2 251 to 5 700 Kg	BEECH	200	EGTF : Fairoaks	Maintenance	Aircraft did not pressurise.	The aircraft was picked up from the Part 145(M) following out-of-phase maintenance work. All the work was signed as completed and the aircraft was checked and prepared for a private passenger flight iaw Company SOPs. The aircraft pressurisation tested correctly before T/O and the aircraft was transited to the passenger pick up airfield without incident at FL40. After collecting the passengers, under London Control, the aircraft was incrementally climbed towards its enroute altitude of FL260. The departure, climbing through approach lane, was busy. A pressurisation check was carried out passing FL50, which indicated normal. However, passing FL130 the CABIN ALT warning displayed and the oxygen masks deployed in the main cabin. The aircraft was immediately descended back to FL100 and a full assessment made. No signs of hypoxia were detected. Upon subsequent inspection, I discovered I had misread the cabin pressurisation gauge at FL50, reading the cabin differential of 0.5 as 1,500' cabin alt and the cabin alt of 5,000' as a differential of 2.0, approximately what I would expect. The cabin altitude now indicated 9,500' which was appropriate for an unpressurised aircraft at FL100. Although, the masks had deployed, the passengers were content to continue to their destination and there was sufficient fuel to carry out the rest of the flight at FL100. The flight was completed without further incident. Upon further inspection, with specific attention to the items affecting the aircraft pressurisation, it was discovered the left gear 'squat switch' was not connected. Under normal inspection, it appeared connected, as the nut and bolt had been replaced, and the lever arm hung in the correct position, however, upon touching the switch it moved freely. On arrival at the aircraft it was found that the LH squat switch was disconnected from the upper torque link. The hardware to attach the squat switch was still installed in the eye end of the squat switch arm. I preceded to actuate the squat switch to ascertain if the audible click of the switch was still present and check the security of the arm to the switch. I reattached the squat switch arm to the upper torque link of the LH main landing gear leg and safetied the nut with a split pin as per the manual AMM 32-60-00-201. A check of the stowage of the cabin oxygen masks was also carried out as they were reported to have deployed in flight IAW AMM 35-00-00-201. The aircraft departed with no further reported incident. The Maintenance Organisation is investigating possible causes for the disconnect and will report further once complete. It appears on initial investigation that the squat switch was disconnected and not reconnect, this was not picked up when operator excepted the aircraft or on the pilots walk around. Operator will have to await further investigation before further comment can be made. Although a check of pressurisation was made in the climb through FL50 the aircraft captain admits to a cognitive failure and miss-reading the pressurisation gauges. This will be the subject of further investigation.□ Supplementary 17/12/14:□ Initial root cause analysis:□ 1. The left hand squat switch was disconnected to carry out trouble shooting on a pressurisation snag raised in work pack.□ 2. No entry was raised to say that the squat switch had been disconnected.□ 3. There was no identifying label or streamer attached to the squat switch to give a visual indication of its detachment.□ 4. Post input check carried out and the squat switch was missed.□ Corrective action.□ 1. The squat switch arm was reattached to the upper torque link and safetied IAW AMM 32-60-00-201.□ 2. The passenger oxygen masks were checked for correct stowage as the pilot had already stowed the after landing IAW 35-00-00-201.□ Preventative action.□ 1. Ensure paperwork is carried out at every stage of the task to ensure clarity as to what has been disturbed.□ 2. Install maintenance flags to disturbed items to provide a clear visual indicator as to what has been disturbed.□ 3.Amend aircraft type pre/post input check form to emphasise the importance of checking the squat switches pre release to service as the current statement is quite understated. CAA Closure: Investigations and root cause analysis found that the left hand squat switch was disconnected to carry out trouble shooting on a pressurisation snag but no Log entry was raised to say that the squat switch had been disconnected. There was no identifying label or streamer attached to the squat switch to give a visual indication of its detachment and when the post input check was carried out, the squat switch was missed. As corrective action, the squat switch arm was re-attached to the upper torque link and the passenger oxygen masks were checked for correct stowage, as the pilot had already stowed the after landing. Preventative action includes ensuring that paperwork is carried out at every stage of the task to ensure clarity as to what has been disturbed. Additionally, to install maintenance flags to disturbed items to provide a clear visual indicator as to what has been disturbed and to amend the pre/post input check form to emphasise the importance of checking the squat switches pre-release to service, as the current statement is quite understated.
201416624	25/11/2014	Fixed wing	0-2 250 Kg	BEECH	33	Unknown	Not Assessable	Landing gear door hinges and nose steering system found seized during maintenance checks.	During renewal of lifed item landing gear parts it was noted that the main landing gear door hinges were seized, the nose steering system was seized, there was no fluid in the shimmy damper and the nose oleo had no fluid. This aircraft had not been maintained by this Maintenance Organisation previously and is based near to the coast in a highly corrosive atmosphere. Operator advised of the importance of proper lubrication as per OEM requirements.
201416837	02/12/2014	Fixed wing	0-2 250 Kg	DIAMOND	DA42	EGHH (BOH): Bournemouth/Hurn	Technical Malfunction (A/C)	UK Reportable Accident: Landing gear collapsed. Damage to propeller and fuselage. Three POB, no injuries reported. AAIB AARF investigation.	CAA Closure:□ Immediately after landing in crosswind conditions, the aircraft's right main landing gear drag□ strut failed, causing the right landing gear to collapse. The aircraft was brought to a stop on□ the grass just beside the runway. None of the occupants was injured. The affected components were removed and sent to the aircraft manufacturer for more detailed examination. AAIB Bulletin 3/2015, ref EW/G2014/12/01.
201416941	04/12/2014	Fixed wing	0-2 250 Kg	DIAMOND	DA42	EGKB (BQH): Biggin hill	Technical Malfunction (A/C)	RH main undercarriage gear light INOP and door warning light illuminated.	The aircraft was making an approach on the ILS. Prior to intercepting the glideslope the gear was lowered.Just after intercepting the glideslope I checked that all three gear indication lights were green and observed only two were illuminated.The aircraft carried out a missed approach.During the go-around the door open warning illuminated on the PFD. We declared a PAN PAN.We followed out the appropriate checklists and requested that we make another rapproach but with the intention of conducting a low fly-past over the runway so an observer in the tower could check whether the right hand main gear had extended. This request was approved, the aircraft was radar vectored to the approach and during the fly-past the tower stated that the right hand main gear appeared to have extended. Following the low fly-past we carried out a missed approach.The aircraft was vectored for another approach on runway 21 and this was carried out succsessfully and the aircraft landed without further incident.Upon landing we confirmed that all of the doors were closed.
201416947	05/12/2014	Rotorcraft	2 251 to 5 700 Kg	SIKORSKY	S76	EGSH (NWI): Norwich	Technical Malfunction (A/C)	Landing gear failed to retract during take-off.	On initial climb out gear failed to retract - red unlocked light remained on. EOPs followed and crew chose to finish the flight with the gear down.
201416974	06/12/2014	Fixed wing	0-2 250 Kg	RUTAN	LONGEZ	EGKA (ESH): Shoreham	Pilot	Aircraft landed with nose gear up.	Aircraft flew a normal join and circuit, however forgot to lower the nose gear before landing. Smoke seen coming from the nose skid with a nose low attitude, Pilot lowered the nose gear and requested taxi before RFFS arrived. RFFS inspected aircraft and runway, reported worn skid on the aircraft and a scuff on the runway where the a/c had touched down, no other damage seen. Aircraft taxied to parking under own power, pilot happy that there was no damage.
201417012	06/12/2014	Fixed wing	0-2 250 Kg	EXTRA	300	Wombleton Airfield	Technical Malfunction (A/C)	UK Reportable Accident: Whilst taxiing, aircraft swerved when brakes applied and landing gear collapsed. Two POB, no injuries. Substantial damage to aircraft. AAIB AARF investigation.	CAA Closure:□ After a normal approach and landing on Runway 28 at Wombleton Airfield, the pilot applied□ the brakes towards the end of the landing roll. He reported that the right brake worked, but□ the left did not and he was unable to prevent the aircraft ground-looping to the right. The□ left tyre found sufficient grip on the dry surface that the left main landing gear leg fractured□ and folded inwards.□ The maintenance organisation which examined the aircraft after recovery found no anomalies□ with the braking system, but advised that they are aware of an issue with earlier Extras□ whereby the pedal travel becomes progressively longer (and the brakes less effective) over□ a number of landings. The solution is to remove the brake hydraulic reservoir cap and□ exercise the brakes to take up the slave cylinder clearance, which is caused by the fact that□ the reservoir cap is sealed. The company advocates doing this at about 25 landing intervals□ but when they tested G-XXXX's system, it did not exhibit excessive pedal travel. AAIB Bulletin 5/2015, ref EW/G2014/12/04.
201417045	07/12/2014	Fixed wing	2 251 to 5 700 Kg	BEECH	99	MBGT (GDT): Grand turk	Technical Malfunction (A/C)	Foreign Accident: Nose gear failed to extend. Landed with nose gear up. Damage to fuselage and propellers. Four POB, no injuries reported. AAIB AARF investigation.	CAA Closure:□ During a flight from Providenciales to Grand Turk, the crew were unable to extend the nose landing gear either by the normal or emergency procedures. The aircraft eventually landed with the nose gear locked in the up position. It was subsequently found that a chain in the nose gear linkage had failed following the failure of the master link. The design of the system was such that the chain failure effectively isolated the nose gear from the operating mechanism. AAIB Bulletin 7/2015 ref EW/G2014/12/02.
201417058	07/12/2014	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EGHH (BOH): Bournemouth/Hurn	Technical Malfunction (A/C)	Tyre deflated after landing.	Established on the ILS and fully visible by 2000ft. Wind 230/08kts, RWY. Normal landing. Exit planned at Taxiway, so applied a little power after the rollout to reach M. Rumble felt and aircraft started to drag to the right. Slowed to a stop using left hand brake only. Called ATC for assistance to check tyre. Tyre was deflated and rim was sitting on the tyre. No apparent external damage or scuffs to the tyre.

201417410	13/12/2014	Fixed wing	0-2 250 Kg	PIPER	PA34	EGKA (ESH): Shoreham	Technical Malfunction (A/C)	PAN declared and aircraft returned due to landing gear lever broke off during take-off.	During the after take-off checks on the VFR flight the gear was raised. However the gear lever broke off and became detached. The gear warning light was on and the 3 green lights were unlit. I decided to abandon the trip and route to the east of airfield to try and fix the problem before returning back. Due to the uncertain gear state and the very congested airspace and radio frequency I declared a PAN. Out to the east of airfield I circled at 2000ft and using the screwdriver bit on the fuel tester managed to move the stub of the gear lever to get the gear down. The gear warning light went out and I got "3 greens", I was confident there was no problem but I requested a visual confirmation from ATC and positioned for a low approach to RWY. On completion of the low approach I flew a circuit to land on RWY. There were no issues during the landing and taxi. CAA Closure: Investigations found that the cause of the problem was a pilot being 'heavy handed' with the gear selection switch. The switch lever is not particularly heavy duty and in rash or harsh operation is likely to get bent or snap. The switch shaft is only about 3mm in diameter. The operator subsequently made amendments to flight documentation to raise awareness of the vulnerability of the switch to misuse and potential failure.
201417647	12/12/2014	Fixed wing	0-2 250 Kg	OTHER	Not mappe	Unknown	Technical Malfunction (A/C)	Nose landing gear cracked.	NDT shows cracks on NLG spindle and NLG fork.
201417827	20/12/2014	Fixed wing	0-2 250 Kg	CESSNA	210	MBPV (PLS): Providenciales	Pilot	Foreign Accident: Landing gear collapsed on landing. Aircraft damaged. One POB, no injuries. AAIB AARF investigation.	CAA Closure: After a normal approach to Providenciales, the aircraft landed with the landing gears retracted, sliding on its belly for an estimated 100 ft. The pilot reported that he omitted to extend the gear before touchdown. It is uncertain whether the audio warning, which should sound if the throttle is retarded to a low level without all three gears being down and locked, was serviceable. AAIB Bulletin 4/2015 ref EW/G2014/12/10.
201418154	20/12/2014	Fixed wing	0-2 250 Kg	CESSNA	210	MBPV (PLS): Providenciales	Technical Malfunction (A/C)	Landing gear collapsed after landing.	UPON LANDING THE AIRCRAFT LANDING GEAR COLLAPSE AND THE AIRCRAFT SLIDE AND CAME TO A STOP JUST BEFORE TAXIWAY "G" . RFFS WAS ALERTED AND ALL RELEVANT AUTHORITIES NOTIFIED. POB 01/FOB 1HOUR 30 MIMUTES. RUNWAY WAS CLOSED AND REOPENED AT 1534z.
201418331	01/12/2014	Fixed wing	2 251 to 5 700 Kg	CESSNA	402	TUPJ (EIS): Roadtown/Beef Island (Tor	Technical Malfunction (A/C)	Tyre burst on landing.	Aircraft inbound suffered a blown tyre on its port side (left side) just west of taxiway Delta. Runway was closed immediately RFFS, and airline rep were all advised. Three other aircraft were given action to hold. Aircraft was finally fixed and removed at time 2129z. Runway reopened at t2130z after full runway inspection was conducted.
201418332	01/09/2014	Fixed wing	0-2 250 Kg	PIPER	PA23	TUPJ (EIS): Roadtown/Beef Island (Tor	Technical Malfunction (A/C)	Flat tyre on landing.	Pilot and ATC realized aircraft had a flat tyre (port side). Pilot advised that he would attempt to get the aircraft clear of the active which he did via Taxiway delta. Taxiway delta remained closed until 2000z when the aircraft was taxied to the hanger.
201418333	23/08/2014	Fixed wing	2 251 to 5 700 Kg	CESSNA	402	TUPJ (EIS): Roadtown/Beef Island (Tor	Technical Malfunction (A/C)	Unresponsive landing gear confirmation.	Fuel inbound requested at 5 miles se to make a low approach over runway 25 to confirm all his landing gears were down and lock. He was receiving 3 green but he did not receive a signal. Rffs was placed on standby. The aircraft made its low pass which all 3 gears appeared down and locked.
201418336	09/08/2014	Fixed wing	0-2 250 Kg	PIPER	PA23	TUPJ (EIS): Roadtown/Beef Island (Tor	Technical Malfunction (A/C)	Go-around flown due to faulty landing gear indication.	Pilot decided to execute a go around while on final approach due to a faulty landing gear indication. RFFS was notified and placed on standby. After making routine checks and all was secured, the aircraft landed safely at 1711z.
201418338	29/06/2014	Fixed wing	0-2 250 Kg	PIPER	PA23	TUPJ (EIS): Roadtown/Beef Island (Tor	Technical Malfunction (A/C)	Tyre burst on landing.	While still on the runway at the intersection of taxiway Charlie, smoke was seen coming from the port landing gear and I realised then that the aircraft had experienced a tyre blowout. The pilot continued to taxi the aircraft onto taxiway Delta and was permitted to shut down after he was south of the holding point on taxiway Delta. The RFFS were called and were cleared to assist and thereafter proceeded to do a runway inspection. Taxiway Delta remained closed until 2014utc when the aircraft taxied to their hangar.
201418348	27/02/2014	Fixed wing	2 251 to 5 700 Kg	CESSNA	402	TUPW (VIJ): Virgin gorda	Technical Malfunction (A/C)	Brakes seized up as aircraft taxied off runway.	At about 12:35hours (est.) the aircraft was taxiing from runway 03 to 21. Noticed the aircraft came to a stop. I alerted ATC and RFFS was already at the scene. The cause of the problem was the starboard brakes landing wheel. Report from pilot: I landed on rwy 21, then I proceeded back tracking to return to the terminal and almost reaching the beginning of the runway to turn to the terminal, my right brakes got stuck. I was unable to move the aircraft clear of the runway and the emergency staff came in to help me move the aircraft.
201418350	16/01/2014	Fixed wing	0-2 250 Kg	PIPER	PA23	TUPW (VIJ): Virgin gorda	Technical Malfunction (A/C)	Brakes locked up during taxi for departure.	At 14:59, I received a phone call from the Captain of the aircraft stating that the aircraft is unable to move due to a flat tyre. Shortly after, he called back and reported that the tyres were not flat and clarified that the brakes have been locked. At 15:06, the Captain phoned a third time and reported that he managed to unlock the brakes and will proceed with take off. Action by the supervisor: upon receiving Captain's first call, I immediately contacted ATC and requested a downgrade. I also notified the RFFS department (via phone). Alone with the duty manager RFFS held standby position until the flight was airborne.
201500144	03/01/2015	Rotorcraft	2 251 to 5 700 Kg	AEROSPATIALE	AS365	EGNH (BLK): Blackpool	Design / Manufacture	Incorrectly manufactured brake hose.	During the L/H main leg replacement, the new brake hose supplied with the overhauled main leg was found to be incorrectly manufactured. One end of the hose has the swaged fitting incorrectly positioned. This cannot be altered by the end user. As a result, the hose is u/s on fit.
201500466	10/01/2015	Fixed wing	0-2 250 Kg	PIPER	PA28	EGMD (LYX): Lydd	Technical Malfunction (A/C)	Brake failure resulting in nosewheel leaving the paved area.	Aircraft backtracked runway 21 and on turning around, the pilot reported a rudder failure. He subsequently stated that it was a brake failure. RFFS was sent to assist the pilot whereupon they said the nosewheel was on the grass and hydraulic fluid was leaking from the oleo leg. The pilot had not mentioned that the nose wheel had left the paved area. The aircraft was towed back to the hangar.
201500645	17/01/2015	Fixed wing	0-2 250 Kg	PIPER	PA34	EGBJ (GLO): Gloucestershire	Technical Malfunction (A/C)	Full emergency initiated at airfield due to landing gear failed to extend.	At approximately 1155z, on final approach, aircraft advised Approach controller that the aircraft was not indicating 3 greens. The pilot opted for a fly past for ADC to conduct a visual inspection. The nose gear was still fully retracted and the main gear was 50% deployed. Full emergency action initiated. The pilot decided to hold in the overhead to try and manually deploy the gear. ADC was advised that 3 greens were now visible and on inspection the gear appeared down. Aircraft landed safely at 1205z.

201500978	24/01/2015	Fixed wing	0-2 250 Kg	PIPER	PA46	EGHH (BOH): Bournemouth/Hurn	Technical Malfunction (A/C)	UK Reportable Accident: Nose gear collapsed on landing. Damage to nose gear. One POB no injuries reported. AAIB AARF investigation.	CAA Closure: The aircraft was landing on Runway 26 at Bournemouth Airport. The weather was fine, with a surface wind from 310° at 11 kt. The aircraft touched down on the runway centreline but immediately deviated to the left. It ran off the paved surface onto the adjacent wet grass before the pilot was able to regain directional control through rudder pedal application and use of the right side wheel brakes. The pilot steered the aircraft back towards the runway, but as it crossed back onto the paved surface the nose landing gear encountered a slightly recessed drain and collapsed. The pilot noted that, as the aircraft was being recovered, the left wheel brake appeared to be binding. This, combined with the aircraft's behaviour at touchdown, led him to believe that the aircraft had touched down with undemanded partial left brake pressure applied. AAIB Bulletin 4/2015 ref EW/G2015/01/08.
201501046	26/01/2015	Fixed wing	0-2 250 Kg	CESSNA	150	EGCN : DONCASTER SHEFFIELD	Technical Malfunction (A/C)	Burst tyre on landing.	Aircraft returned from a local flight, appeared to land slightly heavier than normal with a small bounce, then observed to veer to the eastern edge of runway at slow speed where the aircraft came to a halt. Observation from tower that aircraft's port tyre was flat. Aircraft Ground Incident declared, full procedures carried out, RFFS attended. Both crew members disembarked without any assistance.
201501066	27/01/2015	Fixed wing	0-2 250 Kg	PIPER	PA28	EGBJ (GLO): Gloucestershire	Technical Malfunction (A/C)	Rough running engine and unsafe landing gear. Aircraft returned.	A departing aircraft reported a rough running engine on the climb out from runway. A full emergency was initiated and the aircraft elected to join downwind right hand to land. The aircraft landed safely.
201501163	29/01/2015	Fixed wing	2 251 to 5 700 Kg	BEECH	B200	EGNR : Hawarden	Technical Malfunction (A/C)	Brake seizure on taxiway.	The aircraft was taxiing from apron to position for engineering high power runs. The controller issued a clearance limit of holding point n3 on taxiway to allow another aircraft past, after which onward clearance for the aircraft in question was issued. I observed that the aircraft did not taxi and so asked if there was a problem. The controller was informed that they had a brakes problem and were trying to resolve it. The controller advised both MASU and RFFS that there may be an issue and awaited further information. The pilot then advised that the brakes had seized on, were unable to move the aircraft and required the aircraft to be towed back to the apron. A ground incident was initiated, both MASU and RFFS arrived on scene and a towing vehicle was requested. The aircraft was successfully recovered and MASU conducted a FOD sweep. The incident was terminated shortly after.
201501187	25/01/2015	Microlight	0-2 250 Kg	OTHER		Ince Airfield, Merseyside	Met	UK Reportable Accident: Heavy landing. Nose landing gear collapsed and damaged. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The aircraft made an approach to Runway 18 at Ince Airfield, Merseyside, with the wind direction and strength reported to be south-westerly at 11 kt. The pilot reported that the approach was normal until touchdown, when a gust of wind lifted the starboard wing, causing the aircraft to become airborne again with insufficient airspeed. The aircraft then landed heavily on its nosewheel, causing the nose leg to bend backwards and the propeller to strike the ground. The pilot, who was uninjured, vacated the aircraft normally. AAIB Bulletin 4/2015 ref EW/G2015/01/10.
201501357	01/02/2015	Fixed wing	2 251 to 5 700 Kg	PIPER	PA42	EGTK (OXF): Oxford/Kidlington	Technical Malfunction (A/C)	Nose wheel deflated during landing roll.	A normal landing was carried out after a visual approach to runway 01. The nose was lowered and it rolled normally until a speed of approximately 60kts was reached. Whereupon increasing vibration and reducing directional control became apparent. The aircraft was brought to a halt as gently as practical. The tower was informed that the runway was now blocked. There were no injuries and the aircrafts heading had not altered from that of the runway. A normal aircraft shutdown was initiated and completed with the following omissions, aircraft battery master, nav lights, anti collision and strobe lights. As we were still occupying the runway. One member of the flight crew carried out a visual inspection which revealed a deflated nose wheel. Engineering oversaw the aircraft as it was towed from the runway with no further incident.
201501358	25/01/2015	Fixed wing	2 251 to 5 700 Kg	CESSNA	402	TUPJ (EIS): Roadtown/Beef Island (Tor	Technical Malfunction (A/C)	Landing gear indication.	During final approach, pilot requested to cancel his landing clearance to confirm an issue with his gears. Aircraft headed south shortly after. The pilot indicated the problem seems to be normal. Rffs was still placed on standby as a precautionary measure prior to the aircraft making his request. Aircraft landed safety.
201501436	03/02/2015	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EIDW (DUB): Dublin	Technical Malfunction (A/C)	Failure of nose wheel tyre on touchdown. RFFS attended.	Failure of nose wheel tyre on touchdown. The aircraft carried out a normal approach and landing to runway 28 after a scheduled cargo flight. On the landing rollout it became apparent that there was a problem with the nosewheel. The aircraft came to rest on the centre line shortly before the E5 exit and ATC informed that the aircraft was disabled on the runway. Within minutes the scene was attended by the airport fire and rescue service and airport police. The fire service confirmed that the nosewheel tyre was deflated and the aircraft was then shut down. The runway was closed during the incident and the fire service moved the aircrafft using manpower and a trolley to support the nosewheel. The runway was clear some 60 minutes after the incident and no debris was found. The runway was then subsequently reopened and the aircraft left on the western apron engineers report to follow. Supplementary 26/02/15: Nose wheel assembly removed and disassembled, wheel hubs inspected, satisfactory. Tube inspected, valve stem found to have been torn from tube, possibly caused by the rotation on landing. Cut in tube approximately 3mm in length found on side wall, cause undetermined. Internal side wall of tyre inspected for foreign object to determine the cause of tyre delfating, nothing found. Both tyre and tube had 331 landings since new.
201501470	05/02/2015	Microlight	0-2 250 Kg	OTHER		EGPT (PSL): Perth/Scone	Not Assessable	UK Reportable Accident: Aircraft veered off the runway after touchdown. One POB, no injuries reported. Damage to RH landing gear. AAIB AARF investigation.	CAA Closure: The pilot was carrying out an initial flight test of the microlight. The weather was fine, with calm wind and good visibility. Five minutes after takeoff from Perth Airport, the pilot flew an approach to Runway 09, a 609 m asphalt runway. After touchdown, the pilot was unable to prevent the microlight veering to the right and the right mainwheel ran onto the adjacent grass. He reported that the runway excursion caused a jolt through the airframe which resulted in the fracture of a 'D' shackle in the rear drag link tension cable assembly. This in turn caused the right landing gear to collapse (it was designed to fold for de-rigging, once the 'D' shackle was unfastened). AAIB Bulletin 7/2015 ref EW/G2015/02/04.
201501835	09/02/2015	Fixed wing	2 251 to 5 700 Kg	BEECH	200	EGYD : Cranwell	Technical Malfunction (A/C)	Crack on main landing gear (MLG) lower torque link attachment.	During Phase 1 maintenance input the MLG NDT inspections were carried out. It was observed that the R/H lower torque link attachment lug was displaying a defect. This defect indication was confirmed on R/H main undercarriage on lower torque link attachment lug using fluorescent penetrant technique. This is the first of these aircraft to have a defect indication on the MLG. Last MOR submitted on this issue when the defects were only found on the fleet. The aircraft has a total of 2861.45hrs & 5646 landings. However, since the last MLG issues we have implemented NDT checks to be carried out on the fleet at each Phase check (200hrs) and not the 400hrs periodicity as per manufacturer's recommendation. Since the last NDT inspection that was carried out (when we completed the fleet check), the aircraft has done 109.25hrs & 214 landings. Manufacture has been informed of this issue along with the NDT results for each MLG when checked on Phase check.

201501956	16/02/2015	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EGNS (IOM): Isle Of Man/Ronaldsway	Technical Malfunction (A/C)	Nosewheel tyre deflation on touchdown. On further inspection a small cut was found on side wall of tyre tube.	After an uneventful flight and normal approach and landing on runway 26, on the landing roll, when the nose wheel was lowered I noticed wheel shimmy which became severe very quickly. It soon became apparent that the nose wheel tyre had deflated, as I have experienced this before in this aircraft type. The aircraft came to rest on the centreline just short of the intersection and I informed ATC that the aircraft had a suspected nose tyre deflation and was stuck on the runway. ATC informed me they were sending assistance to the aircraft and suggested I shut down the aircraft and liaise directly with the ground assistance nit, which was promptly carried out. Within two minutes, the ranger vehicle was on the scene and three to four mins later, three fire trucks attended the scene. The aircraft was moved my manpower with the aid of a hand pallet truck under the nose wheel. The runway was cleared approximately 20mins after the incident and no debris was found on the runway.□ Supplementary 17/02/15:□ Nose wheel assembly removed and disassembled. Wheel hubs inspected, satisfactory. Tube inspected, small cut found on side wall, cause of cut undetermined. Internal side wall of tyre inspected for foreign object damage, none found. Both tyre and tube had 630 landings since new.
201501989	18/02/2015	Fixed wing	2 251 to 5 700 Kg	BAE	JETSTREAN	Unknown	Maintenance	NLG retraction jack overhaul overdue.	On preparing to send the log card to stores for NLG Retraction Jack, the engineer noticed that the last overhaul date on the log card was 24/9/08, more than 6 years ago. The overhaul EASA Form One is dated 25/9/08, verifying the log card. The part has a 12000 cycle/6 year overhaul life, meaning the next overhaul was due in September 2014. The Retraction Jack was removed from the aircraft in February 2015, and the overhaul therefore went overdue by approximately 5 months. The 'cause' would appear to be the overhaul of the retraction jack being incorrectly claimed on the maintenance database from the date of first fit, 1st April 2009, rather than the date of overhaul. This would have led planning to work on the assumption that the overhaul was due by 31st March 2015, as forecast. Since its last overhaul in September 2008, the part was fitted to a different aircraft, same type from April 2009 until 18th January 2010. It was then fitted to back to the aircraft in question on the 19th January 2010 until removal in 2015. The local release document issued in 2010 has the next overhaul listed as being 31st March 2015, indicating that the 'mistake' was made on the database prior to then. There have been various opportunities to 'discover' this error earlier which have been missed: Any second checks of workpacks/quality checks of workpacks that may have been carried out in either 2009 or 2010 During the preparations to lease the aircraft in question to another operator. When the aircraft returned during Summer 2012, when a contractor was employed in tech records to review landing gear, during any external audits of the aircraft's records. During any internals checks on the aircraft's landing gear Since 2012, Continuing Airworthiness Records procedure, has been introduced for all critical components to be checked by a second member of the tech records department post fitment. This procedure should discover any errors like that made in this case, in time to rectify them before a maintenance activity is due. Therefore this is unlikely to reoccur for any critical components fitted since the procedure was introduced.□ CAA Closure:□ Root Cause: There had been various opportunities to 'discover' this error earlier which have been missed. Remedial Action(s) Taken: When the aircraft returned during Summer 2012, a contractor was employed in Tech Records to review landing gear, during any external audits of the aircraft's records. During any internal checks on the aircraft's landing gear Since 2012, Continuing Airworthiness Records procedure has been introduced for all critical components to be checked by a second member of the Tech Records Department, post fitment. This procedure should discover any errors like that made in this case, in time to rectify them before a maintenance activity is due. Therefore this is unlikely to reoccur for any critical components fitted since the procedure was introduced.
201502013	13/02/2015	Fixed wing	2 251 to 5 700 Kg	CESSNA	402	TUPA : Auguste George Airport (British \	Technical Malfunction (A/C)	Aircraft disabled on runway due to landing gear problem.	Supervisor called to advise that aircraft was disabled on runway due to bolt popping out of landing gear.□ Supplementary 27/02/15:□ On landing, the nut came off the LH landing gear torque link and this was discovered after shimmy of main gear on landing. Stopped aircraft on runway. Inspected aircraft and found the LH torque link nut was missing, found nut and saw no signs of cotter pin being sheared, inspected RH and nose gear torque links and found cotter pin missing in RH torque link also. Inspected landing gear torque link condition and found o.k. Installed new bolt, nut, washers and cotter pin in LH torque link and installed a new cotter pin in the RH torque link. Suggest pilots do an even more in dept pre-flight, also cameras be put on the outside of the hangar and alerts to phone. Aircraft slept outside of the hangar the night before and hangar left open in the daytime.
201502014	15/02/2015	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	TUPW (VIJ): Virgin gorda	Technical Malfunction (A/C)	Brakes seized and two flat tyres.	Brakes were seized on landing and two back tyres were flat as it touched the ground. Before landing the brakes were already seized.
201502059	18/02/2015	Fixed wing	0-2 250 Kg	CESSNA	T303	EGTC : Cranfield	Maintenance	Main landing gear components incorrectly installed.	The aircraft was undergoing a prolonged Annual Inspection. Inspection of the L/H Main Landing Gear retraction arm (P/N: 2541080-1) showed cracking at the point where it touches the lower retract arm linkage (P/N: 2541099-1). Investigation showed that the lower retract arm linkage had been assembled 180 degrees out during the last strip inspection. Further inspection of the R/H Main Landing Gear retraction system showed the same issue with the lower retract arm being installed incorrectly. The L/H Main Landing Gear shock strut was dismantled due to leakage. On inspection is was seen that the Cap Assy (P/N: 2541064-3) was not fully screwed into the Oleo Lower Strut Barrel (P/N: 2541059-1). This aircraft has previously undergone a full Supplemental Inspection Document (SID) in April 2013 by another Maintenance Organisation, at which time a full strip inspection of the landing gear was certified.□ CAA Closure:□ Investigations identified that the work was completed over an extended timescale (due to extended spare parts acquisitions timescales and the NDT). The workpack lacked detail for complex tasks, (insufficient task breakdown), and by design it was possible to fit the part both ways round. The approved data was not specific (although the IPC happened to illustrate the intended method). The arm was refitted in the correct orientation. Other aircraft of the same type maintained by the reporter were checked and found to be correctly assembled. Certifying engineer reported that he was completely confident the part would have been correctly fitted at the point of certification and was aware of the correct orientation of the assembled part. The merits of reporting to the OEM were discussed but the Maintenance Organisation, declined to do so because their experience was the OEM would take no action on the out of production type.
201502245	14/02/2015	Fixed wing	2 251 to 5 700 Kg	PIPER	PA23	TUPJ (EIS): Roadtown/Beef Island (Tor	Aerodrome	Disabled aircraft on runway due to flat tyre.	Aircraft requested taxi for departure from the hangar. Taxi instructions were given for the said aircraft to taxi via Charlie and backtrack via Delta to exit Bravo and hold at Alpha due to another aircraft holding at holding point Charlie for ATC clearance. While aircraft was back tracking to the runway the pilot reported he had a flat tyre. This occurred just East of the taxiway Bravo entrance and the aircraft veered off onto the southern shoulder of the runway. Airport was closed due to disabled aircraft on runway. All operators etc were notified. Under 15mins later, the aircraft was taxied off the runway and positioned close to the ditch just east of Alpha/Bravo where repairs to the tyre were done. An inspection of the runway surface was done and the airport was reopened. 50mins later, repairs to the tyre were completed and the aircraft taxied back to the hangar. RWY surface inspection was then carried out and nothing was found.
201502355	13/02/2015	Fixed wing	2 251 to 5 700 Kg	CESSNA	406	EGBE (CVT): Coventry	Technical Malfunction (A/C)	Go-around flown and flypast inspection carried out due to undercarriage unsafe indication.	Aircraft reports at 3D given continue. At 2D cleared to land runway 23. On short final aircraft reports going around, only two greens and requests view of undercarriage from Tower. Reported all gear appears down. Aircraft requested visual circuit, approve and retracted gear. Full emergency initiated, aircraft landed safely. Full emergency terminated.
201502388	26/02/2015	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EGNS (IOM): Isle Of Man/Ronaldsway	Technical Malfunction (A/C)	Landing gear indication failed.	Aircraft reported having only 2 greens whilst on approach and asked to join the circuit so they could recycle the gear and requested a visual inspection of the undercarriage from my position as ADC controller. I was able to report that all the gear appeared to be down. A local standby minor was initiated. After a visual circuit the crew elected to land again requiring confirmation that all the gear appeared to be down which it was. The aircraft landed but elected to shutdown once they'd vacated due to its profile feeling a little lower than normal. With help from the fire crew the aircraft was towed back to the hangar. □ Supplementary 26/2/15:□ On a visual approach when the gear was selected down, I noticed we only had 2 green lights, the nose and right main undercarriage. I recycled the gear but no change. I initiated a go-around and had the tower visually confirm the gear position. They confirmed that all the gear was down. We completed the go-around and went into the visual circuit. Having put the gear down on downwind and adjusting the light position to make sure it wasn't dimmed or anything I briefed the medic in the back and made another approach. Having landed on the right wheel, I lowered the left wing down and the undercarriage seemed fine. As a precaution we slowly taxied off the runway and shut down having informed the tower. The fire crew were called out and after a brief inspection the gear looked fine they helped us tug the aircraft back to the hanger where we changed the light bulb and as thought, this was the problem. This wasn't done in flight as I didn't know how- I now do!
201502425	26/02/2015	Fixed wing	2 251 to 5 700 Kg	BEECH	200	EGPF (GLA): Glasgow	Technical Malfunction (A/C)	Gear unsafe indication.	During climb out on gear retraction, gear handle indicated gear unsafe. Cycled gear, 3 greens indicated with gear down. Gear unsafe indicated with gear retraction. Advised ATC of return to maintenance. Advised ATC max 180 KIAS. Extended gear earlier to ensure safe gear extension. 3 greens indicated. Normal landing and taxi. Return to maintenance. Aircraft grounded, operations advised.
201502677	04/03/2015	Fixed wing	0-2 250 Kg	PIPER	PA34	EGTK (OXF): Oxford/Kidlington	Technical Malfunction (A/C)	PAN declared and aircraft diverted due to unsafe gear indication.	Whilst on duty as the Radar Controller, I was advised by the radar assistant that we had been passed details of an aircraft that wished to divert to oxford due to unsafe landing gear indications. Boscombe zone also stated that the pilot had not yet officially declared an emergency but would do so before landing. The subject aircraft was transferred to radar. Following confirmation of the developing situation and intentions, the pilot requested "some quiet time to brief passengers". In order to facilitate this and to allow the pilot to adeqautely prepare for a possible gear up landing, as the aircraft approached an area of high traffic density the aircraft was instructed to squawk 7700. D&D were informed and operational control was granted at 1042. Descent was co-ordinated to allow the pilot to position for a visual gear inspection using the longest runway by ATC and an instructor from the resident flying academy. The aircraft was transferred to the Tower at 1051 and landed safely at 1058 on runway 29. During the incident it was noted that several locally based aircraft used the RTF to question the controller with regard to their own flight profiles Whilst the controller was busy with the emergency traffic, co-ordinating with adjacent units and preparing for the arrival of a possible aircraft accident. This caused unnecessary distraction at a time of high workload despite the aircraft being told to standby. One aircraft additionally questioned the controller over the RTF regarding the instruction to the emergency aircraft to squawk 7700.□ Supplementary 04/03/15:□ At 1038 I was the ADC, when APS informed me that an aircraft not yet on frequency, was intending to divert in as he had an unsafe gear warning. RFFS were informed of the potential incident and crewed the vehicles at the station waiting for the alarms to be activated. I called the RFFS to local Standby and waited for further information. I was later informed that the a/c had one green light on the mains, with nothing on the nosewheel and there were 4 POB plus a dog. APS advised that the a/c wished to complete a low pass of the VCR to allow for a visual inspection of the u/c before attempting to land on 29. F3 and F4 were positioned at B1. The Checker vehicle was on the airfield, monitoring WIP in the 19 under shoot. All WIP was halted and all equipment and vehicle was moved clear of all runways. Two experienced instructors familiar with the aircraft type were called to the VCR to assist with the visual inspection. The pilot elected to complete a low pass along r/w 01. F3 and F4 were re-positioned to C holding point to assist with the visual inspection. The a/c completed the fly-past, no defects detected by any parties. F4 and F3 were then positioned north and south of the intersection to allow for a landing on 29. At 1056 the a/c landed safely. As the a/c touched down, the nosewheel indicator showed green. The a/c taxied in without further incident. Incident terminated at 1108.
201502730	05/03/2015	Fixed wing	2 251 to 5 700 Kg	CESSNA	404	EGMD (LYX): Lydd	Technical Malfunction (A/C)	Aircraft returned to base due to unsafe gear indication.	I was on duty as ADC. I was informed that aircraft was returning with an unsafe gear indication, he elected to perform a flypast during which it was determined that the gear appeared normal. I initiated local standby in accordance with local procedures. Landed safely.□ Supplementary 5/3/15:□ The aircraft was returning from a survey and established on final approach. During final approach checks the pilot noticed the RH main gear down lock light was not illuminated. A go-around was initiated and gear indication fault checklist carried out. A decision was made to return to base. On arriving the gear indication fault was confirmed and emergency gear extension followed. The fault remained so a low approach and go around was made and a request to ATC to visually check landing gear. No fault was evident from the ground so circuit to land and land with defective main gear checklist completed as a precaution. An uneventful landing was made.

201503039	08/03/2015	Fixed wing	2 251 to 5 700 Kg	CESSNA	402	TUPW (VIJ): Virgin gorda	Aerodrome	Tyre failure. Runway condition (not tarmac) cited as a cause of this type of failure.	Tyre found in damaged condition after landing. Chunk of MLG tyre missing due to runway condition. Condition of propellers due to runway condition and the propellers are less than six months since overhaul. Airport authority notified in an email and constant meetings on upgrading the runway to a modern setting. It is understood that this occurrence is a regular here, with various types of aircraft. Suggestions: The runway at this location needs to be paved instead of dirt and fine rocks which are abrasive. Dissemination to pilots and engineers present and future, to be vigilant of tyres upon landing and taking off. Also pilots are trained to not snail along on taxi as to not "sand paper" the propellers on the runway SMS entrance and distribution to Pilots and Engineers.
201503203	13/03/2015	Fixed wing	0-2 250 Kg	PIPER	PA28	EGTK (OXF): Oxford/Kidlington	Technical Malfunction (A/C)	Landing gear indication failed.	Aircraft was inbound. Soon after calling downwind in the circuit the pilot advised he had no green light for the nosewheel and requested a flyby. A local standby was called. The aircraft nosewheel appeared normal on the flyby and the pilot was informed. The aircraft made a further circuit then landed normally. The pilot was happy to taxi in to parking under his own power and did so, escorted by the fire vehicles. The incident was closed at 1134. A runway inspection revealed no debris on the runway.
201503263	04/03/2015	Fixed wing	0-2 250 Kg	SLINGSBY		Enstone, Oxfordshire	No Fault	UK Reportable Accident: Heavy landing. Two POB, no injuries reported. Aircraft extensively damaged. Subject to BGA investigation.	CAA Closure: Partial undercarriage collapse was caused by a concrete lip on edge of the runway as the glider crossed on landing. Club members briefed on potential rough areas of the airfield.
201503287	10/03/2015	Microlight	0-2 250 Kg	JABIRU	JABIRU	Oxenhope	Met	UK Reportable Accident: Nose landing gear collapsed on landing. One POB, no injuries reported. Damage to propeller, wing strut and LH wheel. AAIB AARF investigation.	CAA Closure: The pilot went around from his first approach to land on Runway 29 as, due to thermal activity, he was too high over the threshold. The second approach, with a slight crosswind from the right at 12 kt, was better but, as the aircraft touched down on the main wheels, a gust lifted the right wing causing the aircraft to drift to the left and the nose to drop. On contact with the ground, the nose leg collapsed, the propeller struck the ground and the aircraft tipped over onto its back. The pilot, who had been wearing a lap and diagonal harness, was unhurt and he vacated the aircraft unaided. AAIB Bulletin 7/2015 ref EW/G2015/03/03.
201503383	17/03/2015	Fixed wing	2 251 to 5 700 Kg	CESSNA	404	EGNX (EMA): NOTTINGHAM EAST MIDL	Technical Malfunction (A/C)	Brake failure during final phase of post flight taxi.	No problems with wheel brakes were noted during pre-flight walk round or taxi. On landing on runway 27 with a 3kt tailwind, brakes were applied slightly harder than usual (though not excessive) in order to vacate runway via 'S'. It was noted at this point that the brakes were not as effective as usual. Braking action was ok when turning off 'A' onto 'M' and 'MA'. At the bottom of 'MA' incline, brake pedals were depressed with little or no effect. Mixtures immediately selected to ICO to stop engines and brake pedals depressed as hard as possible. LH pedal went to full travel with no effect. RH pedal produced just enough braking action to slew the aircraft to the right and stop before making contact with anything else. Requires inspection by engineering. CAA Closure: Investigations found that the cause of the brake failure was a leaking brake pipe union. Union re-torqued and no further leakage. The report indicates that the leak appeared approximately 50 hours after a maintenance check and although the check included maintenance of the braking system, it did not specify that brake pipe unions were disturbed.
201503464	19/03/2015	Fixed wing	2 251 to 5 700 Kg	BEECH	200	EGYD : Cranwell	Technical Malfunction (A/C)	Defect indication on RH main landing gear.	During Phase 3 maintenance input the MLG NDT inspections were carried out. It was observed during the scheduled NDT inspection of the R/H Main Landing Gear, defect indication on the lower torque link mount in outer radii was found. The defect indication was confirmed using fluorescent penetrant technique. This is the second aircraft of the type to have a defect indication on the MLG. Last MOR submitted on this issue when a similar defect was found. The aircraft has a total of 2199.45 hrs & 4585 Ldgs. However, since the last MLG issues we have implemented NDT checks to be carried out on the fleet at each Phase check (200hrs) and not the 400hrs periodicity as per manufactures recommendation. Since the last NDT inspection that was carried out, the aircraft has done 172.35 hrs & 289 Ldgs. Manufacture has been informed of this issue along with the NDT results for each MLG when checked on Phase check.
201503511	21/03/2015	Fixed wing	2 251 to 5 700 Kg	BEECH	300	TUPJ (EIS): Roadtown/Beef Island (Tor	Technical Malfunction (A/C)	Go-around flown due to no landing gear indication.	Aircraft reported NO landing configuration indicated by the instruments in the cockpit upon final, aircraft executed a go-around. After he made the transmission for * Go-Around* I indicated that the landing configuration was all down from my view. The aircraft came back around and landed safely while reporting that the indicators fixed.
201504229	05/04/2015	Fixed wing	0-2 250 Kg	PIPER	PA28R	EGNJ (HUY): Humberside	Technical Malfunction (A/C)	Pilot reported undercarriage problems to ATC.	The aircraft declared a PAN with radar due to only 2 out of 3 green lights showing for undercarriage down; pilot elected to divert. The aircraft positioned for a downwind left-hand join to runway 02, initially for a 'fly-by' for a visual inspection of the undercarriage from the airport RFFS positioned at taxiway ECHO and from the control tower staff on the tower balcony. The inspection indicated that all undercarriage appeared to be in the down position. The aircraft subsequently completed a left-hand circuit and landed safely. Fire combine escorted the aircraft to stand.
201504277	02/04/2015	Fixed wing	0-2 250 Kg	CESSNA	310	EGNX (EMA): NOTTINGHAM EAST MIDL	Technical Malfunction (A/C)	Aircraft returned due to nose wheel malfunction.	No green light for the nosewheel undercarriage, the pilot elected to go around and return to his base. Subsequently, en route the pilot had recycled the undercarriage and declared operations normal. A local standby was initiated as a precaution. The aircraft landed safely with no further incident.
201504483	08/04/2015	Fixed wing	0-2 250 Kg	PIPER	PA28	EGNT (NCL): Newcastle	Technical Malfunction (A/C)	Burst nose wheel on landing.	A/c reported burst nose wheel on landing. A/c vacated runway itself but was not unable to go any further. AFS and Ranger in attendance and pushed the a/c across the stop bar.
201504758	11/04/2015	Fixed wing	0-2 250 Kg	AVIONS ROBIN	ATL	Nympsfield, Gloucestershire	Technical Malfunction (A/C)	UK Reportable Accident: Engine failure, nosewheel collapsed during forced landing. Two POB, no injuries reported. AAIB AARF investigation.	CAA Closure: The aircraft was taking off from a grass gliding field, having abandoned a previous attempt due to an apparent lack of performance. Although the takeoff roll and lift off were normal, at about 100 ft agl the engine lost power, but sufficient power remained for the pilot to position the aircraft back for a normal approach and landing. However, he had to land in a different part of the site due to conflict with a landing glider and the nose landing gear detached as the aircraft travelled over some rough ground during the landing roll. Carburettor icing is suspected as the most probable cause of the power loss. AAIB ref 7/2015 ref EW/G2015/04/05.
201505055	17/04/2015	Fixed wing	0-2 250 Kg	FOURNIER	RF4	EGTN:ENSTONE	Pilot	UK Reportable Accident: Hard landing. Landing gear collapsed. One POB, no injuries reported. AAIB AARF investigation.	CAA Closure: The aircraft was returning to Enstone after a 15 minute local flight. The pilot reports that the north-easterly wind had increased in strength since he had taken off and the turbulence caused by trees on the northern perimeter of the airfield was "the worst he had encountered". After two go-arounds, he again attempted to land, applying full spoiler at about 100 ft. However, as he flared, the stall warning light illuminated and the aircraft landed heavily and bounced, breaking away the landing gear monowheel and both propeller blades before skidding to a halt. The pilot switched off the engine, which was still running, before vacating the aircraft. The pilot believes that the turbulence and his failure to execute a go-around after the bounce were responsible for the accident. AAIB Bulletin 8/2015 ref EW/G2015/04/15.
201505058	17/04/2015	Fixed wing	0-2 250 Kg	SLINGSBY	T65	Lleweni Parc, Denbighshire	Not Assessable	UK Reportable Accident: Landing gear collapsed on landing. Damage to fuselage and landing gear. One POB, no injuries reported. Subject to BGA investigation.	

201505227	18/04/2015	Fixed wing	2 251 to 5 700 Kg	DE HAVILLAND	DHC6	EGHC (LEQ): Land's End/St. Just	Technical Malfunction (A/C)	Nose wheel steering failed.	Whilst taxiing to line up on runway 07 in a right hand turn we lost nose wheel steering. We brought the aircraft to a halt on the runway, informed ATC and requested a tow back to the apron where the passengers were disembarked without incident. Supplementary 18/4/15: Initial investigation pointed to the steering cables that run from the Captains Tiller arm to the steering actuator on the undercarriage leg had failed; upon opening various panels to gain access to the cable run it became evident that this was the case. It had failed at the pulley at the base of the steering yoke. The cable in question had been installed on the aircraft during February 2010 and subject to repetitive inspections at 1200 hour intervals, the last inspection being carried out on the 6th August 2014 on E23 inspection. The aircraft has flown 334 TAFHs since that date. The cable mentioned above is post mod 6/1800, the purpose of the Modification was due to reports from in service aircraft of premature failure of the original cables installed, Mod 6/1800 introduced a replacement cable that provided improved flexibility and more resistance to fraying. A complete inspection of the cable run was carried out with no anomalies or seized pulleys therefore a new cable was installed, the aircraft was returned back to service later that day. Engineering have been liaising with (the type certificate holder) over this failure to ensure that all checks and maintenance actions have been carried out. The root cause could not be established, however this cable is only supposed to be subject to light hand pressure from the Captain whilst steering the aircraft. The cable sends a physical input to the steering actuator and this in turn provides the Hydraulic power to turn the undercarriage leg. A letter has been circulated by the Deputy Chief Pilot of how the steering system operates, highlighting that the steering will only operate at its regulated speed, it is not determined by how much pressure is applied to the tiller arm, and therefore the pilots in command should only apply light hand pressure to the tiller arm.
201505265	21/04/2015	Fixed wing	0-2 250 Kg	PIPER	PA18	EGNR : Hawarden	Pilot	FOD found on runway.	I was the duty ADI controller at the time that the bird control operative reported finding a piece of FOD on the runway and that it appeared to be from an aircraft. The FOD (a bright yellow circular metal cover about 6" in diameter with 2 retaining clips) was delivered to the tower and, on inspection, it is believed to be the undercarriage end-plate of an aircraft that departed at 1559z. The FOD was found on the 22 turning circle.
201505307	22/04/2015	Microlight	0-2 250 Kg	OTHER		EGNC (CAX): Carlisle	Technical Malfunction (A/C)	Main wheel detached after landing.	The Starboard main wheel had detached and rolled forward approximately 15m. The aircraft remained upright resting on the wheel hub and brake disc. Four of the six wheel bolts and washers were located on the taxiway between one and four metres behind the aircraft. A thorough inspection of runway 25 did not reveal any further bolts or FOD. Aircraft was removed to the apron on a trolley. No injuries. Other aircraft were delayed whilst the runway inspection was completed.
201505337	23/04/2015	Fixed wing	2 251 to 5 700 Kg	BEECH	200	OLBA (BEY): Beirut/Intl	Technical (Gnd Services)	Nose wheel tyre deflated	After landing and taxiing in, I noticed the nose wheel tyre of the aircraft was totally deflated. Grounded the aircraft and advised maintenance.
201505465	19/04/2015	Fixed wing	0-2 250 Kg	CESSNA	182	Stoke Golding	Technical Malfunction (A/C)	UK Reportable Accident: Nosewheel collapse on landing. Two POB, no injuries reported. Damage to nosewheel and propeller. Subject to AAIB AARF investigation.	
201505933	30/04/2015	Fixed wing	0-2 250 Kg	NORTH AMERICAN	T28	EGSU : Duxford	Not Assessable	UK Reportable Accident: Nose landing gear collapsed during take-off. One POB, no injuries reported. Subject to AAIB AARF investigation.	
201506105	08/05/2015	Fixed wing	2 251 to 5 700 Kg	BEECH	200	EGYD : Cranwell	Technical Malfunction (A/C)	Defect indications on both lower torque link mounts on main landing gear legs.	Phase 1 maintenance input the MLG NDT inspections were carried out. During this inspection it was found that there were defect indications on both lower torque link mounts on R/H and L/H main legs. These defects are in the lower radius. This is the third aircraft to have a defect indications on the MLG. Last MORs submitted on this issue (Reporters reference 01/15, 16/02/2015. 05-15, 20/03/2015) when similar defects were found. The aircraft has a total of 3306:00 hrs & 6363 Ldgs. However, since the last MLG issues we have implemented NDT checks to be carried out on the fleet at each Phase check (200hrs) and not the 400hrs periodicity as per manufactures recommendation. Since the last NDT inspection on the MLG that was carried out, the aircraft has done 215:20 hrs & 356 Ldgs. Manufacture has been informed of this issue along with the NDT results for each MLG when checked on Phase check.
201506159	08/05/2015	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EGBE (CVT): Coventry	Technical Malfunction (A/C)	PAN declared and fly past inspection carried out, due to hydraulic fault and landing gear indication.	Pilot requested diversion, with hydraulic problem and believed the nose-wheel was not locked down. Full emergency declared. A/c did a fly by. Wheels appeared to be down. Landed safely and taxied to stand.
201506231	10/05/2015	Fixed wing	0-2 250 Kg	CESSNA	182	EGNC (CAX): Carlisle	Not Assessable	UK Reportable Accident: Bounced landing. Three POB, no injuries. Subject to AAIB AARF investigation.	
201506264	07/05/2015	Microlight	0-2 250 Kg	EVEKTOR AEROTECH	EV97	EGNG : BAGBY	Not Assessable	UK Reportable Accident: Heavy landing, one POB, no injuries reported. Nose gear collapsed. Subject to AAIB AARF investigation.	
201506289	11/05/2015	Fixed wing	0-2 250 Kg	DIAMOND	DA42	EGBJ (GLO): Gloucestershire	Technical Malfunction (A/C)	Fly-past inspection carried out due to unsafe gear indication. Full emergency declared.	AIRCRAFT WAS INBOUND TO JOIN RIGHT BASE RUNWAY 22. AT APPROXIMATELY 4NM NORTH OF THE FIELD, THE PILOT STATED THAT HE HAD AN UNSAFE GEAR INDICATION AND REQUESTED TO DO A FLY BY. LOCAL STANDBY INITIATED. ON INSPECTION THE GEAR APPEARED TO BE DOWN, BUT WITH A SLIGHT FORWARD RAKE ON THE NOSEWHEEL. THE PILOT ELECTED TO REJOIN DOWNWIND, AND WITH NO CONFIRMATION OF IMPROVEMENT IN THE SITUATION, THE EMERGENCY WAS UPGRADED TO A FULL EMERGENCY. THE AIRCRAFT LANDED SAFELY ON RUNWAY 22.
201506443	13/05/2015	Fixed wing	0-2 250 Kg	PIPER	PA28	Membury Airfield	Not Assessable	UK Reportable Accident: Aircraft over-ran into trees after landing. Two POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.	
201506601	16/05/2015	Fixed wing	0-2 250 Kg	NANCHANG	CJ6	EGHR (QUG): Chichester/Goodwood	Technical Malfunction (A/C)	UK Reportable Accident: Landing gear collapsed. Two POB, no injuries. Substantial damage to aircraft (landing gear and lower fuselage). Subject to AAIB AARF investigation.	
201506692	19/05/2015	Fixed wing	0-2 250 Kg	PIPER	PA30	LFBE (EGC): Bergerac Roumanière	Not Assessable	UK Reportable Accident: Nose wheel failed to lock down, after several circuits the aircraft made an emergency landing in a field. 5 POB, one with minor injuries. Substantial damage to the aircraft. Subject to French Authority investigation.	Fuel problem suspected.

201507047	31/05/2015	Rotorcraft	2 251 to 5 700 Kg	EUROCOPTER	EC135	BS22 7RT	Technical Malfunction (A/C)	Bear Paw anti-skid pad detached in flight.	Reporter described a loud crash and an identified component subsequently found.□ Supplementary 01/06/15:□ During post flight inspection, the RH Bearpaw was observed to be missing with only the jubilee clip remaining. There had been no visual or aural indication of its detachment during flight but had definitely been attached on departure. □ CAA Closure:□ Root Cause: Component failure due to fracture of retaining brackets. As this is the first such failure and due to the nature of the clamp failure, along with all clamps having now been replaced and the situation highlighted to Engineers, it has been decided not to reduce the frequency of the inspections. The Bearpaw is checked for security during the Daily Check A inspection and a more detailed inspection at the Intermediate and Periodical inspections. All fleet clamps replaced as precautionary measure.
201507119	26/05/2015	Fixed wing	2 251 to 5 700 Kg	BEECH	200	EGYD : Cranwell	Technical Malfunction (A/C)	LH leg crack indications on the lower axle/piston assembly.	During Phase 2 maintenance input the MLG NDT inspections were carried out. It was found that the L/H leg had crack indications on the lower axle/piston assembly. This defect indication was confirmed on the L/H main undercarriage lower torque link mount using fluorescent penetrant technique. Last MORs submitted on this issue for this aircraft when similar defects were found on the R/H MLG. The aircraft has a total of 3075:05hrs & 6022 Ldgs. However, since the last MLG issues we have implemented NDT checks to be carried out on the fleet at each Phase check (200hrs) and not the 400hrs periodicity as per manufactures recommendation. Since the last NDT inspection on the L/H MLG, the aircraft has done 213:20 hrs & 376 Ldgs. Manufacturer has been informed of this L/H MLG issue along with the NDT results. Investigation under 201501835.
201507380	27/05/2015	Fixed wing	2 251 to 5 700 Kg	OTHER		EGSS (STN): London/Stansted	Maintenance	Nose landing gear vibration due to incorrectly fitted washer in upper torque link.	Reporter's engineers were asked to attend the aircraft for NLG vibration defect as reported by the crew. On inspection of the NLG, excessive play was evident in the upper torque link. Play was found to be above 0.0050". On further inspection, it was discovered that a washer was not fitted in the correct location as per AMM 32-21-07-400-801-A and IPC 32-21-07-20 Fig 20. The range of play stated in AMM 32-21-07-400-801-A is to be between 0.0004" to 0.0020". The washer was found to have been installed under the head of the bolt instead of its correct location as per AMM/IPC. Quality notice will be issued by QA to make all maintenance staff aware.
201507435	07/06/2015	Fixed wing	0-2 250 Kg	CESSNA	172	EGHN : ISLE OF WIGHT/SANDOWN	Not Assessable	UK Reportable Accident: Bounced landing, nose gear collapsed. Two POB, no injuries. Subject to AAIB AARF investigation.	
201507529	04/06/2015	Fixed wing	0-2 250 Kg	PIPER	PA31	EGNR : Hawarden	Not Assessable	Burst Tyre on Landing	After landing the pilot reported a burst tyre on landing. The aircraft was instructed to shut down on the runway and the emergency services were called for assistance. The aircraft was subsequently towed off the runway and operations were eventually continued following a runway inspection.
201507935	11/06/2015	Fixed wing	0-2 250 Kg	PIPER	PA34	EGTK (OXF): Oxford/Kidlington	Technical Malfunction (A/C)	Landing gear fault.	The aircraft was returning. At 1144, in the downwind position for RW01 the instructor informed the Controller that they had an undercarriage problem with the nose-wheel and they were trying to resolve it. The controller called a local standby immediately. By 1147 the fire vehicles were in attendance at holding point C whilst the aircraft was on finals. The pilot advised the controller that he had lowered the nosewheel using the emergency system but still did not get the three green lights. The pilot stated he wished to land as the landing gear appeared to be normal from the tower. The aircraft was cleared to land and the fire services were informed of the aircraft's intensions. At 1148 the aircraft landed safely and taxied clear of the runway at point C. The undercarriage was inspected post shutdown with the fire services present. The incident was terminated at 1159.
201508081	12/06/2015	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EGNM (LBA): LEEDS BRADFORD	Technical Malfunction (A/C)	Local standby initiated due to unsafe landing gear indication. Aircraft landed safely.	At 1739 a PA31 (whilst on radar frequency) reported an unsafe gear indication warning light. The pilot elected to initially hold in the vicinity in an□ attempt to manually fix the problem. A local standby was initiated at 1741 and the aircraft then rejoined for the field for a direct left-base RW14. At 1742 the pilot reported he had 3 greens and did not expect to have any problems now on landing. The aircraft landed safely at 1746 and the incident was stood down at 1747.
201508372	14/06/2015	Fixed wing	0-2 250 Kg	PIPER	PA28	EGHR (QUG): Chichester/Goodwood	Technical Malfunction (A/C)	LH brake caliper detached from oleo strut.	After a normal approach and landing on Runway 32, the regular, high-time hirer vacated right to taxi to parking. He noticed the left toe brake seemed to have excessive movement and was unable to complete a 180 degree turn left using differential braking. He requested shutdown in present position in order to investigate. It was then discovered that the left brake caliper was detached from its fixings at the end of the oleo strut. Engineering attended the aircraft the following morning and found bolts securing the caliper had sheared. A new set of brake linings (pads) were noted which are believed to have been damaged from the occurrence. Engineering supplied brake assembly components including new bolts and brake linings (pads). Aerodrome confirm no debris from this occurrence found on the aerodrome to date.
201508448	21/06/2015	Fixed wing	2 251 to 5 700 Kg	BRITTEN NORMAN	BN2	EGCN : DONCASTER SHEFFIELD	Not Assessable	Blue smoke from undercarriage on landing caused by jammed brake.	A/c landed with blue smoke seen from undercarriage. Crash alarm activated. Incident was caused by a jammed brake and not a burst tyre, although the tyre was significantly worn after the event.
201508543	24/06/2015	Fixed wing	0-2 250 Kg	OTHER		EGHN : ISLE OF WIGHT/SANDOWN	Technical Malfunction (A/C)	UK Reportable Accident: Landing gear collapsed during taxi. Two POB, no injuries reported. Subject to AAIB AARF investigation.	
201508600	30/06/2015	Fixed wing	0-2 250 Kg	PIEL	CP301	EGBG : Leicester	Not Assessable	UK Reportable Accident: Heavy landing, landing gear collapsed. One POB, no injuries reported. Subject to AAIB AARF investigation.	
201509003	27/06/2015	Fixed wing	0-2 250 Kg	CESSNA	FRA150	EGNF : NETHERTHORPE	Technical Malfunction (A/C)	Main landing gear collapsed on touchdown.	Having flown five circuits already the pilot under tuition having flown an excellent approach flared the aircraft. Upon touchdown the port side main gear collapsed.
201509444	11/07/2015	Fixed wing	0-2 250 Kg	SOCATA	RALLYE150	EGCW : Montgomeryshire/Welshpool	Technical Malfunction (A/C)	Runway excursion due to broken split rim on nose wheel.	Following a flight of 50 minutes I called up Radio on 128.00 to report I was 7nm out and in bound for a long final to land. I was given a QFE 1008 and runway 22. I told my passengers that it was going to be a little bumpy and that this was normal due to the airport sitting in a valley. At 3nm I called final to land 22 and was given a crosswind of SW 8knts. The flight in was a little bumpy with the aircraft crabbing to the right. This was nothing unusual. I had planned to land ahead of the numbers due to the wind that comes from the right between the hangers. As I went over the numbers I straightened the aircraft with the rudder, flared, had a slight ballooning effect and touched down gently. On touch down there was a vibration coming from the front which was much more than normal from the caster wheel. I applied a little back pressure but they vibration did not go. I thought I had a puncture in the nose wheel as it became spongy, I applied more back pressure. The vibration then turned to a metal sound against the runway and the aircraft started to pull to the right of the runway. I told my passengers to hold on tight as we were about to run onto the grass at the side of the runway. I pulled the stick as far back as possible. The aircraft came to rest in the grass approx 25m from the runway, and the correct way up. I called□ Radio to say that I had come off the runway. I shut the engine down, pulled out the mixture and turned off all electrics. I opened the canopy and told my passengers to get out. Upon inspection of the nose wheel, the split rim had broken near to where it bolts to the other half of the rim by the bolt's. A small amount of corrosion can be seen where it has cracked, the tyre was found to the left of the aircraft with the inner tube still full and at pressure. No marks are on the side wall or the face of the tyre.
201509467	08/07/2015	Fixed wing	2 251 to 5 700 Kg	PIPER	PA31	EIDW (DUB): Dublin	Technical Malfunction (A/C)	Undercarriage failed to retract.	During the initial climb out on a routine cargo flight in VMC conditions, the undercarriage failed to retract. After several attempts, ATC were informed and the decision was made to request vectors to land rather than continue with the flight. The aircraft was landed and taxied safely to a stand.

201509706	11/07/2015	Fixed wing	0-2 250 Kg	EUROPA	EUROPA	Laddingford	Not Assessable	UK Reportable Accident: Landing gear detached as aircraft entered a drainage ditch on landing. One POB, no injuries reported. Subject to AAIB AARF investigation.	
201509724	19/07/2015	Fixed wing	2 251 to 5 700 Kg	OTHER		EGSP : Peterborough/Sibson	Not Assessable	UK Reportable Accident: Landing gear failed on landing 1 POB, no injuries. Subject to AAIB AARF investigation.	Damage to fuselage and propeller.
201509730	18/07/2015	Fixed wing	0-2 250 Kg	SCHLEICHER	ASK13	Tibenham	Technical Malfunction (A/C)	UK Reportable Accident: Airbrake control failure. Two POB, no injuries. Damage to bell crank mounting bracket. Subject to BGA investigation.	
201510313	22/07/2015	Fixed wing	0-2 250 Kg	CESSNA	FA152	EGTO (RCS): Rochester	Not Assessable	UK Reportable Accident: Nose landing gear collapsed during heavy landing 1 POB, 0 injuries. Subject to AAIB AARF investigation.	
201510450	27/06/2015	Fixed wing	0-2 250 Kg	OTHER		Croydon Top Farm Airfield	Not Assessable	UK Reportable Accident Incident: 1 POB, 0 injuries. Subject to AAIB AARF investigation.	Heavy landing. Undercarriage damaged.
201510709	30/07/2015	Fixed wing	0-2 250 Kg	OTHER		EGBG : Leicester	Not Assessable	UK Reportable Accident: Forced landing due to engine failure. Damage: Propeller, engine and landing gear damaged 1 POB, 0 injuries. Subject to AAIB AARF investigation.	
201510964	11/08/2015	Fixed wing	0-2 250 Kg	OTHER		EGTF : Fairoaks	Not Assessable	UK Reportable Accident: Nose gear failure on landing. Two POB, no injuries. Damage to aircraft nose gear. Subject to AAIB AARF investigation.	
201511075	13/08/2015	Microlight	0-2 250 Kg	COMCO IKARUS	IKARUS C4	Plockton Airfield	Not Assessable	UK Reportable Accident: Hard landing. Two POB, no injuries. Damage to landing gear. Subject to AAIB AARF investigation.	
201511490	20/08/2015	Fixed wing	0-2 250 Kg	PIPER	PA23	EGHE (ISC): Scilly Isles/St. Mary's	Not Assessable	UK Reportable Accident: Heavy landing. Three POB, no injuries reported. Subject to AAIB AARF investigation.	
201511526	20/08/2015	Fixed wing	0-2 250 Kg	CESSNA	172	EGSL : Andrewsfield	Not Assessable	UK Reportable Accident: Nose gear collapsed on landing. Three POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.	
201511819	13/08/2015	Fixed wing	0-2 250 Kg	SOCATA	TB20	EGPE (INV): Inverness	Not Assessable	Tyre burst on landing.	Whilst taxiing on RWY 23 the pilot reported that he had encountered a burst tyre on landing. Aircraft managed to taxi onto the apron and his main starboard wheel was flat
201511962	29/08/2015	Fixed wing	0-2 250 Kg	PIPER	PA38	EGBP : KEMBLE	Pilot	UK Reportable Accident: Impacted runway light on landing. One POB, no injuries. damage to aircraft flap. Subject to AAIB AARF investigation.	Traffic Scenario: The Visual Circuit very busy with both Rwy 26 Asphalt and Grass in use along with some joining and departing traffic. The first indication that an incident had occurred was when traffic in the circuit reported debris on the runway starter extension. The RFFS had heard the debris report whilst monitoring 118.9MHz on□ airband and responded to the incident and confirmed debris was littered on the starter extension. The runway was closed for arriving traffic (departures continued) and the Duty Manager, deployed to the location of the incident. Glass and plastic debris was found scattered up to 15m forward of the broken AGL unit. The damage was photographed and the debris was cleared from the runway and arrival operations resumed. Subsequently, the pilot of A/c visited ATC to report that, whilst landing from a PFL, he had collided with a red runway end AGL unit destroying it completely. He also reported that the aircraft had sustained contact damage to the right hand landing gear and flap unit.
201512191	03/09/2015	Fixed wing	0-2 250 Kg	STODDARD HAMILT	GLASAIR	EGTF : Fairoaks	Technical Malfunction (A/C)	UK Reportable Accident: RH main landing gear failed to extend. One POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.	
201512323	05/09/2015	Fixed wing	0-2 250 Kg	CESSNA	172	EGNJ (HUY): Humberside	Pilot	Go-around flown due to a "botched" landing, followed by a heavy landing which damaged/burst the nose wheel tyre.	was controlling as the ADI when C172, came on frequency, routing towards left base for RW02. The aircraft was told to report final for RW02. Upon doing so, aircraft was cleared to land. I saw the□ aircraft touchdown on RW02, at which point the pilot announced that he had "botched up" his landing and needed to go-around. I then gave the pilot his choice of circuit direction to re-establish for RW02.□ The aircraft went left hand. Once the aircraft had reported final once again, I passed the surface wind and cleared him to land. The pilot then questioned the wind, which I then repeated along with the landing clearance. Upon landing, the aircraft was seen to bounce slightly as he touched down, but then he quite quickly slowed down under his own control and then stopped. The pilot then announced he may have a problem with his nose wheel. I asked whether the aircraft could move under its own power, to which the pilot said negative, and at that point I declared an Aircraft□ Ground Incident and followed the emergency orders. Upon reaching the aircraft, the Fire commander gave Fire Category ZERO and informed the tower that the aircraft had a punctured front tyre. The aircraft was subsequently towed from the runway to a parking area.

201512381	04/09/2015	Fixed wing	0-2 250 Kg	RUTAN	LONGEZ	EGBK (ORM): Northampton/Sywell	Technical Malfunction (A/C)	Nose wheel collapsed on landing.	Commenced Final Approach after completing Landing checks and gear down. I experienced moderate turbulence on final approach. I maintained 80 mph to threshold. Just prior to touchdown, I experienced an adverse sink rate, resulting in a hard landing on the main undercarriage, with a jolting touchdown of the nose wheel. The nose wheel held momentarily before collapsing. I commenced braking and steered off the hard onto the grass RT to limit the damage to the aircraft. The damage to the aircraft was only cosmetic. Whilst a friction device is fitted to prevent the retraction handle spinning as a result of a hard landing, it had become worn and less effective. In addition to a friction device, a tether will be fitted to prevent a reoccurrence.
201512401	07/09/2015	Fixed wing	2 251 to 5 700 Kg	CESSNA	208	Unknown	Technical Malfunction (A/C)	Water rudder posts found cracked.	During scheduled 100 hour float maintenance both left and right water rudder posts P/N: 8A8000-098 were found cracked
201512452	21/08/2015	Fixed wing	2 251 to 5 700 Kg	CESSNA	510	EGNM (LBA): LEEDS BRADFORD	Technical Malfunction (A/C)	Aircraft burst a tyre on landing.	A/c landed and was instructed to vacate on TWY Lima. A/c stopped and pilot reported a burst tyre, starboard side. The R/W was inspected, no debris found.
201512648	25/08/2015	Fixed wing	2 251 to 5 700 Kg	BRITTEN NORMAN	BN2B	TRPG John A Osborne	Technical Malfunction (A/C)	Severe nose wheel shimmy on landing.	ATC OBSERVED THAT, ON CONTACT WITH THE RWY SURFACE, THE NOSE WHEEL OF THE AIRCRAFT IMMEDIATELY BEGAN TO WOBBLE SEVERELY. THE WOBBLING CONTINUED THROUGHOUT THE ROLL-OUT BUT BY THE TIME THE AIRCRAFT SLOWED ENOUGH TO TURN INTO THE TAXI-WAY THE WOBBLING APPEARED TO BE UNDER CONTROL. THE PILOT WAS ADVISED OF THE WOBBLING BY ATC.
201513209	18/09/2015	Fixed wing	0-2 250 Kg	VANS	RV9	EGLS : Old sarum	Technical Malfunction (A/C)	UK Reportable Accident: Undercarriage collapsed on landing. Damage: Undercarriage, propeller. Two POB, no injuries reported. Subject to AAIB AARF investigation.	
201513380	08/08/2015	Fixed wing	0-2 250 Kg	MILES		EGGP (LPL): Liverpool	Technical Malfunction (A/C)	Tyre burst taxying.	After landing on Runway 27, the aircraft vacated the runway at E and taxied along Taxyway A to enter the General Aviation Apron at K. Approximately 50m from K, the Port tyre burst and the aircraft swung to the left approximately 75°. A call to ATC Ground was made to state the aircraft had stopped on Taxyway A with a suspect burst tyre and the engines were shut down. The tyre burst was confirmed by a Cherokee approaching on taxyway A. On the advise of ATC Ground, a call was made to Fire and the aircraft was vacated when they arrived. Personnel arrived shortly with an aircraft mover and the aircraft was transported to the Apron with the port undercarriage supported on the mover with the help of Firebrigade keeping the aircraft straight. The aircraft was pushed to a convenient position on the runway side of the Apron and later the aircraft was made so it could be pushed back to the hangar safely.
201513785	26/09/2015	Fixed wing	0-2 250 Kg	OTHER		EGNS (IOM): Isle Of Man/Ronaldsway	Pilot	UK Reportable Accident: Aircraft landed with nose gear retracted. One POB, no injuries sustained. Damage to be confirmed. Subject to AAIB AARF investigation.	.
201514160	03/10/2015	Fixed wing	0-2 250 Kg	PIPER	PA16	EGAB : Enniskillen/St. Angelo	Technical Malfunction (A/C)	Aircraft undercarriage collapsed on landing	Aircraft Piper PA 16 Clipper with two persons on board was landing runway 15 at 13.28z.□ After touchdown the port side undercarriage collapsed and aircraft carried out a ground loop coming to a halt on the left side of the active runway.□ RFFS were deployed and arrived on scene at 13.29. Two occupants were observed standing beside the aircraft and informed RFFS personnel that they had no injuries.□ This information was passed on to ATC and no further emergency services required.□ The pilot informed RFFS that fuel valves had been switched off and no leaks of fuel or oil observed.□ The stricken aircraft was man handled off the active runway by RFFS personnel and positioned past the D3 holding point on D taxiway thus clearing the active runway which had been closed at once after the accident.