

DHC-8-311 Dash 8, G-BRYW

AAIB Bulletin No: 4/2004	Ref: EW/G2003/10/14	Category: 1.1
Aircraft Type and Registration:	DHC-8-311 Dash 8, G-BRYW	
No & Type of Engines:	2 Pratt & Whitney P123 turboprop engines	
Year of Manufacture:	1997	
Date & Time (UTC):	28 October 2003 at 1500 hrs	
Location:	15 miles south of Aberdeen, Scotland	
Type of Flight:	Public Transport (Passenger)	
Persons on Board:	Crew - 4	Passengers - 24
Injuries:	Crew - 2 (Minor)	Passengers - None
Nature of Damage:	Nil	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	40 years	
Commander's Flying Experience:	6,200 hours (of which 62 were on type)	
	Last 90 days - 77 hours	
	Last 28 days - 51 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The commander was the handling pilot for the sector and the aircraft was being radar vectored, with a speed control of 230 kt, for an approach to Runway 34 at Aberdeen. During the descent the crew had intermittent visual contact with the ground and the weather radar was switched off. The seat belts sign had been switched ON and the '10 minutes to landing' cabin crew warning had been given but the cabin had not been confirmed as secure. Whilst turning onto base leg and descending through 7,000 feet, the aircraft entered cloud and was shaken by a significant jolt. Shortly afterwards, further turbulence was encountered and the overspeed warning horn sounded. The commander reduced the power but the overspeed warning sounded again. This time he increased the propeller RPM to slow the aircraft. Thirty seconds later the aircraft exited the cloudbank and landed without further incident. After landing two members of the cabin crew, who reported minor injuries as a result of the turbulence, attended hospital.

The UK low level weather forecast for the area, valid at that time, had suggested the possibility of moderate turbulence associated with cloud.