

DHC-8-311, G-BRYI

AAIB Bulletin No: 3/97 Ref: EW/G97/01/06 Category: 1.1

Aircraft Type and Registration:	DHC-8-311, G-BRYI
No & Type of Engines:	2 Pratt & Whitney PW-123 turboprop engines
Year of Manufacture:	1991
Date & Time (UTC):	15 January 1997 at 1600 hrs
Location:	On route from Newcastle to Southampton
Type of Flight:	Public Transport
Persons on Board:	Crew - 4 - Passengers - 30
Injuries:	Crew - None - Passengers - None
Nature of Damage:	None
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	50 years
Commander's Flying Experience:	13,000 (of which 3,600 were on type) Last 90 days - 141 hours Last 28 days - 5 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The commander had spent the 24 hour period prior to the flight in a hotel in Newcastle. He had eaten "bland" food and had drunk several glasses of tap water during his stay. During the morning he had taken exercise in the hotel gymnasium.

The aircraft departed from Newcastle Airport at 1520 hrs for a scheduled flight to Southampton Airport, however, the visibility at Southampton was 100 metres so, at 1550 hrs, the commander decided to divert to Bournemouth; he informed the passengers of his decision. He had experienced some nausea shortly before this time and vomited about ten minutes later. He felt well afterwards and continued to operate the flight to Bournemouth where the aircraft landed without incident.

There was a positioning company crew on board and the commander thought it prudent to ask the commander of that crew to take over from him for the remaining sector. He vomited occasionally thereafter but, after a good night's sleep, awoke feeling well.

The commander was subsequently examined by the company AME who was of the opinion that probably he had contracted a stomach virus; he felt it unlikely that the hotel water system was the source.