

BAe ATP, G-OEDJ

AAIB Bulletin No: 11/97 Ref: EW/G97/08/23 Category: 1.1

Aircraft Type and Registration:	BAe ATP, G-OEDJ
No & Type of Engines:	2 Pratt & Whitney PW-126 turboprop engines
Year of Manufacture:	1990
Date & Time (UTC):	27 August 1997 at 1242 hrs
Location:	Inbound London-Luton Airport, Bedfordshire
Type of Flight:	Public Transport
Persons on Board:	Crew - 4 - Passengers - 65
Injuries:	Crew - 2 Minor - Passengers - None
Nature of Damage:	No damage
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	44 years
Commander's Flying Experience:	11,765 hours (of which 1,800 were on type) Last 90 days - 145 hours Last 28 days - 28 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The aircraft was on a scheduled passenger flight from Belfast to Luton and was established in the cruise at FL 170 with the First Officer (FO) as the handling pilot; the weather radar was selected to ON. The aircraft entered cloud and encountered light turbulence. Although there were no weather returns showing on the weather radar the commander selected the seat belt signs to ON and made a brief announcement to the passengers explaining the need for them to fasten their seat belts. Shortly afterwards ATC instructed the aircraft to commence the descent into Luton at which time the intensity of the turbulence increased. As the aircraft entered the descent they encountered heavy precipitation so the commander selected the igniters to "Continuous" at which stage the turbulence tripped out the auto-pilot. The FO reduced power to slow the aircraft to 175 KIAS which is the recommended speed for flight in turbulence. The aircraft then experienced significant turbulence which caused loose objects on the flight deck to be thrown into the air and pitched the aircraft up to 10° above the horizon. The FO recovered the aircraft to a normal descent attitude and the intensity of the turbulence began to decrease. The No 1 cabin attendant reported to the flight deck that all the

passengers had been correctly strapped in and had suffered no injuries, however, neither of the cabin attendants had had time to strap in and both had suffered injuries when thrown against the internal aircraft structure. They were able to complete their remaining duties for the remainder of the flight and the passengers were disembarked normally. Medical assistance was then provided for the cabin attendants; one had a shoulder injury, the other had minor head injuries and both were off work for a few days.

The aircraft was inspected at Luton and no damage was found. The weather radar had depicted other weather returns during the flight and did so on the subsequent flight to Manchester, thus indicating its serviceability.