

**AAIB Bulletin No:** 4/93

**Ref:** EW/G93/01/15

**Category:** 1a

**Aircraft Type and Registration:** BAe 146-300, G-UKAC

**No & Type of Engines:** 4 Lycoming ALF 502-R5 turbofan engines

**Year of Manufacture:** 1989

**Date & Time (UTC):** 21 January 1993 at 1635 hrs

**Location:** 20 nm southwest of Edinburgh

**Type of Flight:** Public Transport

**Persons on Board:** Crew - 7 Passengers - 72

**Injuries:** Crew - 1 Minor Passengers - None

**Nature of Damage:** None to the aircraft

**Commander's Licence:** Airline Transport Pilot's Licence

**Commander's Age:** 34 years

**Commander's Flying Experience:** 7,485 hours (of which 1,405 were on type)  
Last 90 days - 153 hours  
Last 28 days - 67 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

Whilst climbing through FL140, on a scheduled passenger flight from Edinburgh to Stansted, the aircraft encountered unexpected and severe Clear Air Turbulence (CAT) lasting 5-10 seconds. The autopilot disengaged and, although the pitch and roll attitudes of the aircraft were not unduly disturbed, the commander reports that there was one strong disturbance in both vertical and lateral acceleration.

The cabin crew, who had begun the drinks trolley service, were thrown off their feet. The trolley, positioned at seat row 19, lifted off the floor and the No 2 cabin attendant struck the roof before falling against the bulkhead and fracturing her elbow. A nurse, who was travelling as a passenger, helped the No 3 attendant to look after the casualty and a cabin attendant, who was travelling as Supernumary Crew, took over as No 2.

The meteorological forecast, obtained by the crew prior to the flight, had included a SIGMET warning of severe turbulence reported at both Fl 70 and FL 320.