

Injury due to severe turbulence, Boeing 737-900, PH-BXT

en route (Montenegro), 9 September 2022

On 9 September 2022, a Dutch registered Boeing 737-900 was en route from Ben Gurion Airport in Israel to Amsterdam Airport Schiphol. During the flight at FL360, in Montenegro airspace, the aircraft experienced slight turbulence. The aircraft's weather radar issued no turbulence indications. The pilots had already switched on the signal for the passengers to fasten their seatbelts. While the cabin crew were checking whether all passengers were correctly fastened in, the aircraft suddenly experienced severe turbulence causing it to move violently. The flight crew immediately instructed all cabin crew to sit down. Before the cabin crew were able to take up their seats, one member of the cabin crew, who was located in the back of the pantry, was thrown heavily to the floor as a consequence of the turbulence. As a result, the member of the cabin crew suffered a bleeding head injury and subsequently experienced pain in a shoulder and arm. The purser administered first aid. After landing at Amsterdam Airport Schiphol, the wounded member of the cabin crew was taken to hospital for further treatment and examination.

Because the incident occurred in Montenegro airspace, Montenegro authorities were informed. They indicated that they would not be launching an investigation into the occurrence.

Classification: *Serious incident*

Reference: *2022139*

Collision with runway lighting, Alexander Schleicher, ASK 21, PH-1345

Deelen Air Base, 16 October 2022

The ASK 21, a two-seater glider, took off for a teaching flight from Terlet glider airfield. The instructor sat in the back seat, and the trainee in the front seat. The flight was scheduled to end at Deelen Air Base, where the instructor would carry out the landing.

After a flight of around 12 minutes, the instructor landed the aircraft on the paved Runway 19 at the air base. During the landing runout, the instructor steered the glider to the left towards a golf cart that was positioned ready on the taxiway at the first intersection (seen from the landing direction) to tow the aircraft to the hangar. As the left-hand wing started to lower, the instructor attempted to keep the wings horizontal. However, by this stage the aircraft's speed was so low that the ailerons had become insufficiently effective to halt the rolling motion. The left-hand wing collided with two runway lights and suffered damage. The light that was hit first broke off. Both occupants remained unharmed.

The instructor declared that he had steered to the left during the landing runout in order to free up the runway more quickly, for the next aircraft due to land, and in order to approach the parked golf cart more closely.

The safety team at the gliding club in question investigated the occurrence and shared its investigation findings with the Dutch Safety Board. The investigation report includes a recommendation to the instructor group to regularly pay attention to the subject of 'steering following landing' in field briefings, and in particular the steerability of a glider at low speed.

Classification: *Accident*

Reference: *2022164*