

Airline safety

Date	Carrier	Aircraft type/registration	Location	Injuries crew/pax	Total occupants crew/pax	Phase
En route from Jos to Maiduguri, the pilot could not make contact with Maiduguri until about 20km from the airport and was considering diversion, but on establishing contact the aircraft was cleared for a VOR let-down and advised that the visibility was 5,000m with wind 050°/12kt. On further requests for visibility update during the night approach, the pilot was still given 5,000m. Reaching MDA at approximately 1.5nm on short finals the pilot reported that he could still not see the runway lights, and then encountered turbulence and wind shear causing height loss. The aircraft landed 1nm short of the runway, the pilot shut down the engines while manoeuvring to avoid trees, and the aircraft came to rest with one wing damaged by a tree. The wind was actually gusting at up to 50kt, creating a sandstorm, and the airport's high-intensity landing-lights had failed.						
4 February	Aer Arann Express	Shorts 360-300 (EI-BPD)	Sheffield City apt, UK	-/-	3/25	L
After a night ILS/DME approach to runway 28, sink rate increased at the landing flare. This was caused by unintentional movement of the throttles from idle into ground idle. The very heavy landing caused considerable damage.						
10 February	Great Lakes Airlines	Beech 1900 (N97UX)	O'Hare apt, Chicago, USA	-/-	2/15	L
The aircraft was on a the Springfield-Chicago section of a flight which started in Lafayette, because the airline wanted to position the aircraft to a maintenance facility to rectify MEL items that were unserviceable, including the flap system. The crew performed an inspection and ground run before boarding the passengers. Because the flaps were unserviceable, the crew used the flaps-up landing checklist, using the final checklist on short final approach, but landed with gear up by mistake.						
3 March	Royal Air Maroc	ATR42-300	Casablanca Int'l apt, Morocco	-/-	4/30	L
Nose undercarriage collapsed following a hard landing in fog.						
26 March	Comair	Embraer Brasilia	Florida, USA	-/-	2/25	ER
Rapid windscreen-ice build-up started, and the crew switched all anti-ice systems on to maximum. The aircraft's airspeed continued to drop from 200kt to 140kt. When the auto-trim reached maximum nose-up, the autopilot tripped out and the aircraft rolled 90° left, then wings level, then 110° left, then oscillated in roll to 120° right followed by a full 360° left roll. Nose-down pitch increased to 60°. IAS reached 240kt and the crew pulled 3.6g to recover from the dive at 10,000ft. The pilots reported that, intermittently, the EFIS provided "no useful information". This is being investigated.						
29 May	OLT	Fairchild Metro III (D-COLB)	Lahti apt, Lahti, Finland	-/-	2/7	L
Damage from hard landing.						
10 June	Sichuan Airways	Embraer 145 (B-3040)	Beijing, China	-/-	5/45	L
The aircraft landed long and fast on runway 18L, then the pilot steered off to prevent an overrun, and the left main gear leg failed.						
13 June	Regional	Beech 1900D (F-GTKJ)	Marce apt, Angers, France	-/-	2/12(?)	TO
The crew began to abort the take-off when they saw a hare crossing in front of them, but one of the propellers hit the hare and a blade broke away. The blade pierced the fuselage but did not hurt any passengers.						
14 June	Wideroe	Bombardier Dash 8-100 (LN-WIS)	Batsfjord, Norway	-/-	3/24	L
Right main gear failed following a hard landing from a localiser/DME approach to runway 21. The crew saw the runway late in marginal weather, and a high sink rate had developed late on the approach.						
18 June	Israir	ATR42 (4X-ATK)	Tel Aviv, Israel	-/-	3/39	L
Right main gear failed to lower on approach because the gear uplock remained engaged.						
27 June	Transwest Air	BAe Jetstream 31 (C-GPDC)	La Ronge apt, Canada	-/-	3/12	G
The left main wheel fell into a large runway hole while taxiing, and the propeller hit the ground.						
10 July	ACST	Cessna Caravan 1 (CP-2395)	nr La Paz, Bolivia	2/5	2/11	C
The pilot reported engine problems and declared an emergency about 5min after take-off. He positioned for landing on a road but saw it had traffic on it and aimed to land on a slope. On final approach he saw power lines and the aircraft crashed during manoeuvres to avoid them.						
6 September	Aerolitoral	Saab 340B (XA-ACK)	Ranch airstrip, nr Tijuana, Mexico	-/-	3/29	AA
Lost power on both engines while inbound to Tijuana, and was damaged in the forced landing on farmland.						
27 November	Aerocassa	Swearingen Metro II (LV-WSD)	Bahea Blanca, Argentina	-/-	2/2	L
Lost control at the end of the landing run and veered off the runway.						
27 November	Aeroferinco	Let 410 (XA-SYJ)	Off Cosumel, Mexico	-/-	2/2	?
Total loss of engine power. Ditched just offshore.						
30 November	European Exec Express	BAe Jetstream 31 (SE-LGA)	Skien, Norway	-/-	3/10	L
Localiser/DME approach to runway 19 led to a hard touchdown in which the left propeller hit the ground and the aircraft veered off the runway to the left. The aircraft had broken cloud at 2,200ft AGL and was able to use the VASIS.						

NON-FATAL ACCIDENTS AND INCIDENTS: NON-PASSENGER FLIGHTS

5 January	Air Gemini	Boeing 727-100F (S9-BAI)	Dundo apt, Dundo, Angola	-	10	RA
In an attempt to land close to the threshold of the 2,000m runway, power appears to have been reduced too early on final approach, and the aircraft touched down short of the runway. The right gear collapsed and the aircraft began to veer off the runway where it hit and killed a person on the ground.						
14 January	Air France	Boeing 747-200F (F-GCBE)	Houston apt, Texas, USA	-	3	L
The No 4 engine, then the No 1, hit the ground on touchdown or shortly after, in darkness and poor visibility.						
27 January	Antonov Design Bureau	Antonov An-70	Omsk apt, Russia	-	33	C
The No 3 engine lost power soon after take-off for a ferry flight, and shortly after that the No 1 engine apparently failed. The pilot chose to force-land straight ahead 700m beyond the runway end in deep snow. It was determined that a faulty hydraulic propeller control line caused loss of pitch control in No 3, causing high drag and vibration, and increasing the power on the other engines resulted in an automatic shutdown in No 3 because of over-torqueing.						
31 January	Everts Air Fuel	Douglas DC-6B (N4930F)	Donlin Creek, Alaska, USA	-	3	L
Just after touchdown the left wing broke off at the wing attachment point. The pilot reported that the landing had been "firm but within limits".						
6 March	FedEx	DC-10-10F (N375FE)	Logan apt, Boston, USA	-	4	C
Two fan blades in No 2 engine broke away causing fuel-line damage and engine vibration. The crew returned to land at Logan, and ATC advised them there was a fire in the engine. Discharging a fire-bottle had no effect so the crew stopped the aircraft on the runway and the fire service put out the fire while they evacuated.						
7 March	Skymaster Airlines	Boeing 707-320C (PT-MSC)	Garulhos apt, São Paulo, Brazil	-	3	L
The left main gear collapsed following a heavy night touchdown 30m short of the runway, then the right gear collapsed and the aircraft veered off the runway. The pilot reported that there had been "stabiliser trim" problems on final approach.						
11 March	Express One Int'l	Boeing 727-200F (N701NE)	Pohnpei apt, Pohnpei Island	-	3	L
The aircraft touched down in good weather at night, short of the runway with a nose-high attitude. The main gear was damaged, the right wing dropped and the aircraft veered right but stopped on the runway.						
15 March	Jim Hankins AS	Douglas DC-3C (N842MB)	SW of Donalsonville, USA	-	2	ER
There was a loud bang in the cruise at 5,000ft, and the co-pilot reported No2 engine was on fire. The engine was shut down but the propeller would not feather. Then the engine separated and fell away, and hydraulic pressure was lost. The pilot declared an emergency and landed at Donalson municipal airport in night VMC.						
21 March	Atlantic Airlines	Lockheed Electra (G-LOFD)	Prestwick apt, Scotland	-	2	L
The left main gear bogey broke away on touchdown. Corrosion was found in the oleo piston.						
22 March	Tunis Air	Airbus A320-210 (TS-IMM)	Melita apt, Djerba, Tunisia	-	3	L
On a ferry flight the aircraft landed long and overran the runway, where the nose-gear collapsed.						