Date	Type	Registration	Operator	Location	Flight phase	Fatalities	Injuries	POB
	aircraft to the strip at Sycamore failed. The aircraft did not have enough height and the pilot force-landed in a field, hitting several obstacles before coming to rest.							
12	**Piper Cheyenne II**	**PT-OZY**	**Udelio Scodro**	**Nr Uberaba, Brazil**	**ER**	**6**	**-**	**6**
	Lost control and crashed having encountered an en route storm at night.							
14	**Learjet 60**	**N1DC**	**Ark-Air Flight**	**Troy Airport, Alabama, USA**	**L**	**-**	**2**	**2**
	Struck two deer after landing on runway 07 on the unfenced airfield, then overran the 1,525m runway and continued down a slope. The pilot says that the thrust reversers failed to operate.							
14	**Beech A90 King Air**	**N616F**	**Skydive Salt Lake**	**Great Salt Lake, Utah, USA**	**RA**	**9**	**-**	**9**
	Flew into the lake during the final approach to Tooele, hitting the water on the extended centreline about 4km short of the runway. The aircraft had departed on a VFR flight plan for the short flight from Mesquite. Visibility was about 400m in light snow. Although the pilot had told ATC that he could conduct an IFR approach, the aircraft owner later said that the aircraft was not equipped for IFR and the pilot was navigating with a hand-held GPS receiver.							
24	**Beech F90 King Air**	**N17AE**	**Amprite Aviation**	**Nr Nashville, Tennessee, USA**	**C**	**3**	**1**	**4**
	Climbing through about 200ft just after take-off the pilot advised ATC that an engine had failed. ATC offered the pilot any of the runways to return to, but the aircraft entered a descending right turn to hit trees. It was daylight VMC.							
27	**Beech 200 King Air**	**N81PF**	**North Bay Charter**	**Nr Strasburg, Colorado, USA**	**ER**	**10**	**-**	**10**
	The aircraft was cleared to climb to 23,000ft after leaving Jefferson County Airport, Denver, for Stillwater, Oklahoma, and appeared to carry out a normal climb. About 17min after the night take-off, the pilot was asked to contact Denver Center. There was no reply and the aircraft crashed shortly afterwards.							
28	**Commander 500S**	**HI-535SP**	**Rafael Perez**	**Loma del Toro, Dominican Republic**	**ER**	**7**	**-**	**7**
	Flew into a mountainside in night IMC with low cloud reported covering the mountains.							
31	**Cessna Citationjet**	**N1127K**	**Tiriac Air**	**Salcea Airport, Suceava, Romania**	**L**	**-**	**-**	**7**
	On sighting the runway during a PAR talkdown approach the pilot found that the aircraft was well left of the runway extended centreline and began a go-around. But the aircraft continued to descend and hit the ground short of the threshold, coming to rest 120m short of it and 60m to the right of the extended centreline. The visibility was less than 800m in fog and cloudbase was 200ft.							
FEBRUARY								
3	**BAe 125-700**	**N190WC**	**Walker Aviation**	**Nr New Orleans, USA**	**AA**	**-**	**-**	**4**
	While descending through 4,000ft AMSL during a test flight after maintenance there was a bang and the crew asked an engineer to have a look at the wing. He reported distortion to the left wing skin and fence. After returning for a safe landing it was found that duct tape was blocking the left fuel tank vent and the tank had collapsed.							
4	**Learjet 25B**	**N48WA**	**American Jets**	**St Lucie County Airport, Florida, USA**	**L**	**-**	**-**	**3**
	Because of problems retracting the gear after take-off, the crew returned, but on landing the left main gear leg collapsed and the aircraft swerved left off the runway.							
8	**Learjet 35A**	**I-MOCO**	**EAS Aeroservizi**	**Nr Nuremberg, Germany**	**TO**	**3**	**-**	**3**
	Following power loss just after take-off, the pilot reported that he was returning, but appears to have lost control during the approach. The aircraft crashed in woodland about 500m short of the runway in daylight VMC.							
10	**Mitsubishi Mu-2B-25**	**PT-LEW**	**Heringer Taxi Aereo**	**Macapa Airport, Brazil**	**RA**	**-**	**-**	**2**
	An engine failed and caught fire on approach during a command check flight. The aircraft landed beside the runway and, although the crew evacuated safely, the aircraft was fire-damaged.							
10	**Cessna 441 Conquest**	**N24PT**	**Donald Aircraft**	**Centennial Airport, Colorado, USA**	**L**	**-**	**-**	**2**
	The undercarriage collapsed on landing. The pilot reported that all indications had been normal.							
13	**Beech 200 King Air**	**N222KA**	**State of Washington**	**Olympia Airport, Washington, USA**	**L**	**-**	**-**	**12**
	Following an ILS approach to a wet runway 17 in 400m visibility with a 3kt tailwind, the aircraft overran the end of the runway by about 100m causing the right main gear leg to collapse.							
13	**Cessna 421B**	**N5AY**	**H&H Color Laboratory**	**Choccolocco Creek, Alabama, USA**	**AA**	**5**	**-**	**5**
	Flying above the cloud, the pilot said he was going to carry out an ILS at Anniston and took radar vectors to intercept it. Nearly 20min later the pilot reported that he was below cloud, cancelled his IFR flight plan and said he was heading to Talladega to land there. Radar service was terminated, and 6min later the aircraft flew into the ground beside the Choccolocco Creek. The accident happened in darkness and IMC.							
14	**Learjet 35A**	**N349JP**	**Plane One Leasing**	**Charlotte County Airport, Florida, USA**	**L**	**-**	**-**	**5**
	The pilot lost sight of the runway in darkness and fog at about 800ft during a VOR approach to runway 03 at Punta Gorda and carried out a go-around. Then he flew a visual circuit for the same runway but touched down hard and burst the left main wheel tyres.							
14	**Piper Cheyenne III**	**TJ-AIQ**	**Unifly**	**Nr Kousseri, Chad**	**RA**	**3**	**-**	**4**
	The aircraft hit a tree 3km from the runway threshold for N'Djamena. Visibility was poor in dust haze.							
21	**Beech 200 King Air**	**N93LV**	**Vought Systems**	**Love Field, Dallas, USA**	**L**	**-**	**-**	**?**
	Nose gear leg collapsed.							
24	**Cessna 206**	**YV-196P**	**Josua Rojas**	**Off Higuerote, Venezuela**	**C**	**7**	**-**	**7**
	The aircraft hit the sea just after take-off.							
26	**Cessna 500 Citation**	**N234UM**	**MarLin Air**	**Sanderson Field, Michigan, USA**	**L**	**-**	**-**	**3**
	The aircraft overran the end of runway 32 and fell down a steep bank. There was a NOTAM in force warning of an icy surface with nil braking.							
MARCH								
2	**Beech 99**	**N199SD**	**Aerolease of America**	**Ralph Wien Airport, Kotzebue, Alaska, USA**	**L**	**-**	**-**	**2**
	The crew was forced to land with the gear only partly down.							
2	**Beech 55B Baron**	**PT-OET**	**Taxi Aereo Cuiaba**	**Rio Azul Farm, Cerejeiras, Brazil**	**C**	**6**	**-**	**6**
	The aircraft stalled in a turn shortly after take-off and crashed.							
8	**Cessna CitationJet**	**N909M**	**CJ Holding**	**Fuhlsbuttel Airport, Hamburg, Germany**	**L**	**-**	**-**	**3**
	The right main undercarriage collapsed during landing.							
19	**Beech 350 King Air**	**D-CINA**	**Privat Wings**	**Nr Berlin, Germany**	**CT**	**-**	**-**	**2**
	The aircraft went out of control during a clean stall exercise on a crew training flight. The aircraft was overstressed during the recovery following a dive in IMC.							
26	**Socata TBM700**	**N300WC**	**Technical Leasing**	**Engelwood, Colorado, USA**	**C**	**1**	**-**	**1**
	Shortly after take-off from Centennial Airport the aircraft entered a descending left turn and it crashed close to the airfield. The weather was daylight IMC in freezing fog. The flight was IFR and the pilot instrument rated.							
27	**Piper PA31T Cheyenne**	**OE-FKG**	**Airlink Luftverkehrges**	**Entzheim Airport, Strasbourg, France**	**TO**	**-**	**-**	**2**
	Taking off from runway 05, the pilot took the runway left-hand edge lights for the centreline. As he began his roll, both propellers were damaged by runway lights. Pilot fatigue after a long day's work was deemed to have been a contributory factor.							
29	**Gulfstream III**	**N303GA**	**Airbourne Charter**	**Pitkin County Airport, Colorado, USA**	**AA**	**18**	**-**	**18**
	Hit a low hill 1.5km from the runway on the extended centreline during a night VOR/DME approach, in limited visibility with snow showers, to runway 15 at Aspen. The pilot had reported the airfield in sight, but he had settled consistently below the appropriate height for his DME range on the approach and this went unchallenged by the first officer, according to the NTSB. Two other business jets had executed missed approaches in the 15 min before the accident, notes the NTSB.							