

Date	Type	Registration	Operator	Location	Flight phase	Fatalities	Injuries	POB
APRIL								
2	Cessna 500 Citation	N405PC	Jetwingsco	Ashwaubenan, Wisconsin, USA	C	1	-	1
Soon after take-off from runway 18 Austin Straubel Airport, Green Bay, the pilot declared an unspecified problem and said he would return visually. Radar lost the aircraft in a continuing left turn about 1.5km to the south of the airfield. Weather was poor with snow and fog.								
4	Dassault Falcon 200	N699TW	Ameristar Jet Charter	Willow Run Airport, Ypsilanti, USA	L	-	-	2
Following hydraulic problems, the pilot carried out a nosewheel-up landing.								
5	Beech 200 King Air	YV-O-SATA-6 SATS		Las Majaguas, Venezuela	ER	-	-	8
Both engines failed in the cruise and the aircraft was damaged during a forced landing in a field.								
9	Piper PA46-500TP	N262MM	LK Aero	Vero Beach, Florida, USA	C	2	-	2
A new aircraft on its delivery flight suffered problems immediately after take-off. Witnesses say that during the pilot's attempt to turn back or force land, the aircraft appeared to stall and crashed.								
21	Cessna 441 Conquest	G-FCAL	Flight Precision	Teesside Airport, UK	L	-	-	3
The nose gear collapsed on landing.								
22	B-N Turbine Islander	YQ-YAV	Malawi Police	Mtataka Airport, Malawi	ER	-	-	1
Power loss, seemingly caused by fuel shortage following miscalculation of usage rate during the day's work, forced a diversion. The aircraft hit treetops on approach, then landed very hard.								
28	Cessna 208B Caravan	LV-WSC	Siderar	Nr Roque Perez, Argentina	ER	10	-	10
The aircraft was climbing between 6,000ft and 7,000ft in night IMC when the aircraft went out of control. Icing conditions were forecast at the time.								
28	Piper Meridian	N61PK	Robert D Rash	Rockwall Airport, Texas, USA	L	-	-	3
During the landing roll the pilot began to lose directional control and the aircraft left the runway. The pilot decided to take off again, but the aircraft hit a landing light and the attempt was abandoned. The aircraft overran across a road and came to rest in a field.								
28	Cessna 208 Caravan	VH-MMV	A. McVinish	Nr Nagambie, Victoria, Australia	M	1	-	11
During parachute dropping from 14,000ft a parachutist's reserve chute snagged the aircraft's tail and the 208 went out of control. Apart from the skydiver whose chute had snagged, all the others were able to bail out safely before the aircraft crashed.								
30	Cessna 560 Citation V	OE-GSW	Tyrolean Jet Service	Peretola Airport, Florence, Italy	L	-	-	4
Overran the runway on landing.								
MAY								
1	Cessna 206	A2-MAD	Moremi Air Services	Nr Maun, Botswana	M	5	-	5
Lost control in low manoeuvres and crashed.								
1	Mitsubishi Mu-2B	N16CG	Jerry Fambrough	Nr Conroe, Texas, USA	C	2	-	2
The aircraft went out of control climbing through 11,200ft about 20km south-west of Conroe Airport. It was daylight VMC with scattered thunderstorms reported in the area.								
4	Cessna 182	TG-CEG	Transportes Arevalo Posados	Nr Coban, Guatemala	ER	5	-	5
Hit trees in a narrow canyon at 2,000ft AMSL. Visibility was reduced by smoke haze.								
5	Piper PA42 Cheyenne	D-IMAY	Maz Schaldach	Nr Nuremberg, Germany	C	1	-	1
Cleared to climb to 13,000ft out of Nuremberg the aircraft entered cloud in a steep climb at 1,800ft and continued to 4,500ft before descending steeply. Following that there was another climb and finally a steep descent to impact 5km from the airport. It was daylight, and there were no communications from the pilot following his last routine report that he was "climbing".								
8	Beech 200 King Air	N725MC	Mountain Aviation	Greely Airport, Colorado, USA	L	-	-	6
The gear failed to retract properly on take-off from Jeffco Airport, Denver, then would not lock down, so the pilot diverted to Greely having used up excess fuel and carried out a safe belly landing.								
14	Beech B90 King Air	N221CH	CMH Investments	Nr San Jon, New Mexico, USA	ER	1	-	1
The aircraft, operating on an IFR flight plan, climbed through its assigned altitude of FL250 in darkness, but VMC about 2h after take-off. When challenged, the pilot reported "problems". The aircraft then entered a descent, contact was lost and the aircraft crashed.								
18	Beech C90 King Air	N270TC	Executive Fliteways	Nr Islip, New York, USA	RA	-	2	6
On final approach to runway 24 at Islip when the fuel low pressure warning light came on for the left engine, then the right, then power loss on both. The pilot force-landed about 1km short of the runway in daylight VMC. He said that there was fuel indicating in the tanks.								
22	Cessna Citation V	N358QS	Executive Jet Aviation	West Palm Beach Airport, USA	L	-	-	6
At touchdown the pilot heard a noise, then the nose gear began to collapse.								
28	Beechjet 400	N402GS	Connor Air Services	Dekalb Airport, Atlanta, USA	L	-	-	2
The aircraft approached steeply and landed long, possibly nosewheel first, and overran the runway end.								
JUNE								
3	Piper Cheyenne II	N31XL	Falcon Communications	Nr Jackson, Tennessee, USA	AA	5	-	5
In the cruise the pilot advised ATC that he had shut the left engine down and 10min later asked for radar vectors for the runway 02 ILS at McKellar-Sipes Airport at Jackson. After another 5min he reported a propeller runaway, but continued towards Jackson and was instructed to contact Tower. He acknowledged this, but made no further contact. The aircraft crashed into trees just south of the airport in daylight VMC.								
6	Cessna Citation V	D2-EBA	Aero Mercado	Dundo, Angola	L	-	-	?
Just after thrust reverser selection, the nose-gear collapsed.								
7	Beech 350 King Air	F-GOAE	Aerope 3S Aviation	Nr Santiago de Compostela, Spain	RA	-	-	2
On a night localiser only approach to Santiago de Compostela the aircraft hit trees about 3km short of the threshold. The weather was clear except for some low-lying fog on the approach. The GPWS operated, but the pilot levelled out rather than pulling up.								
7	Learjet 24	N805NA	NASA	Victorville, Calif, USA	L	-	-	3
During a practice touch and go the aircraft hit the ground hard and bounced twice. During the second bounce the co-pilot tried to go around again, but the right wing dropped and the power was reduced. The right wing struck the ground, then the right gear, which collapsed, and the aircraft veered off the runway.								
10	Mitsubishi Mu-2B-20	N187AF	Air First Aviation Companies	Nr Cerrillos, New Mexico, USA	AA	2	-	2
The aircraft was on a daylight VMC approach to Santa Fe, inbound from Peoria, Illinois after a 3h 30min flight. Having originally been told to go into a holding pattern, the pilot cancelled his IFR flight plan and was told he was number two for the approach. Witnesses reported that the aircraft entered a spin and it hit the ground in a nose-down attitude.								
11	Cessna Citation Bravo	HB-VMX	Jet Aviation Business Jets	Kidlington Airport, Oxford, UK	L	-	-	5
The nosewheel collapsed as the speedbrakes and thrust reversers were operated. It has since been found, on investigating six similar events (see 6 June entry), that a momentary hydraulic pressure spike that can occur when operating the reverser or speedbrake at nosewheel touchdown can cause it to unlock, and a temporary operating warning has been issued advising pilots not to deploy reversers or speedbrakes until the nosewheel is firmly on the runway.								
12	Learjet 25D	N333CG	Butler National	Salina Airport, Kansas, USA	M	-	2	2
During a test flight after modifications the aircraft was required to enter a high-speed dive from 43,000ft following a speed/altitude profile to recovery with a 1.5g pull-up at 20,400ft. Passing through 24,000ft the control yoke began to vibrate and the aircraft would not react to elevator control. The crew declared an emergency and								