

Six people on the ground also died in the China Airlines crash at Taipei



A China Eastern Airlines MD-11 had to land with the nose-gear jammed up



19 July	Caledonian Airways	Lockheed TriStar 100 (G-BBAF)	Kos apt, Kos, Greece	-/-	13/357	L
Crew reported turbulence in the final stages of the approach to runway 33 (wind 010°/16kt) and the aircraft suffered a hard landing and tailstrike.						
2 September	Aero Lloyd	Boeing MD-83 (D-ALLO)	Frankfurt apt, Germany	-/-	6/159	TO
At or near Vr, the tread on the No 4 main tyre detached and was ingested into No 2 engine. The crew climbed away, shut the engine down and returned to land safely.						
22 November	Gomair	Boeing 727?	Goma, Congo	-/-	127	L
The aircraft is reported as "a three-engined jet". One of the main gear legs partially collapsed after hitting a pothole, then veered off the runway. A small fire started in the empennage.						
25 November	Pan African Airlines	Cessna 208 (5N-PAN)	Nr Warri, Nigeria	-/-	1/2	RA
Hit swampy ground during the approach.						
10 December	Azal Airlines	Boeing 727? (4K-AZZ)	Baku, Armenia	-/-	??/?	RA
On approach in bad weather the aircraft hit a pylon and sustained damage, but the crew carried out a go-around. There was a hydraulics failure and the aircraft overran the runway.						

### Non-fatal accidents/incidents: regional and commuter airlines

Date	Carrier	Aircraft type/registration	Location	Injuries crew/pax	Total occupants crew/pax	Phase
20 January	Italaair	ATR 42-300 (EI-COC)	Alghero, Sardinia	-/3	3/22	L
Strong gust of wind from the left just before touchdown on runway 03 resulted in hard landing on nosewheel, which was damaged. Pilot attempted go-around, but failed, and the aircraft touched down on the grass next to the runway. Wind is reported as 310°/26-36kt gusting 42kt.						
20 January	Alberta Citylink	British Aerospace Jetstream 31 (CF-BIE)	Lloydminster, Alberta, Canada	-/-	2/13	?
High sink rate developed on short finals and was not arrested before touchdown. Both main landing gear legs collapsed.						
21 January	Continental Express	ATR 42-300 (N15827)	Bradley International Airport, USA	-/-	3/36	L
Engine fire upon selecting reverse thrust. Both engines were shut down on the runway, fire bottles discharged and passengers evacuated. The fire continued to burn until extinguished by ground services. Investigation showed that one of the three stud locking nuts on the fuel filter cover at the fuel/oil heat exchanger had pulled out and the filter housing was deformed.						
21 January	Taiwan Airways	Fairchild Dornier 228 (B-11152)	Sungshan Airport, Taiwan	-/-	??/?	L
Damage on landing.						
6 February	British Regional Airlines	Shorts 360 (G-BLGB)	Stornoway apt, Lewis, UK	-/-	3/19	L
Hard landing on runway 36 caused main gear to fail. Wind 240°/11kt, visibility 10km in light rain and main cloudbase at 1,000ft.						
21 February	Ibertrans	Fairchild Metro III (EC-GKK)	Djerba, Tunisia	-/-	2/19	L
Control lost at end of landing roll. Aircraft left the runway and broke off all gear.						
21 February	Biman Bangladesh	British Aerospace ATP	Zia International Airport Dhaka, Bangladesh	-/-	4/67	L
Starboard main gear failed.						
22 February	Simmons Airlines	Saab 340B (N369AE)	Lawton Airport, Oklahoma, USA	-/-	3/3	ER
Crew noted the smell of electrical overheating and saw that the undercarriage C-B had tripped. Upon resetting the C-B before selecting gear down on reaching Lawton, the gear failed to deploy fully and alternative deployment methods failed. Three fly-bys established that the gear looked as if it was down, but the left main gear collapsed during landing.						
3 March	Necon Air	British Aerospace 748-2B (9NAEH)	Tribhuvan Airport, Kathmandu, Nepal	-/-	4/49	L
On approach to Biratnagar the nose undercarriage would not indicate "locked down", so the pilot returned to Kathmandu. A foam carpet was laid and the aircraft landed safely despite the collapse of the nose gear. The problem was caused by shearing of the nose gear actuator lower attachment bolts.						
7 March	Aerolineas SOSA	Let 410VP (HRAQG)	Goloson, Honduras	2/1	2/17	C
About 1min after take-off from La Ceiba for Roatan Island, the right engine lost power and the propeller auto-feathered. While positioning the aircraft to return to La Ceiba, the pilot elected to make a forced landing on a road, but hit a house during the landing roll.						
18 March	British Regional Airlines	British Aerospace ATP (GMANG)	Manchester Airport, UK	-/-	4/58	L
Nosewheel shimmy during the landing run ended with nosewheel failure.						
31 March	Emerald Airways	British Aerospace 748-2B (G-OJEM)	Stansted apt, UK	-/-	4/40	L
Starboard engine uncontained failure just after a night take-off. The pilot elected to land ahead on the remaining runway, but the aircraft overran by 50m and the nose gear separated.						
6 April	Canarias Regional Air	British Aerospace ATP (EC-GSH)	Palma de Mallorca Airport, Palma, Spain	-/-	47/35?	L
The gear failed to retract properly on departure from Barcelona for Bilbao, and the pilot elected to divert to Palma de Mallorca. During the landing run, the nose gear failed.						
23 April	SAFT Gabon	Shorts 330-200 (TR-LEM)	La Lope Airport, Gabon	-/-	3/13	L
Worsening weather made the origin and destination airports unusable, so the pilot diverted to La Lope, which has an 800m clay runway that was wet. Touchdown was close to the threshold, but the aircraft reportedly began to skid at the end of the landing roll, and it overran 50m, hitting a rock.						
9 May	British Regional Airlines	British Aerospace ATP	Jersey, UK	-/-	47/45	G
The tow bar broke during pushback. The tow truck hit a propeller causing it to separate, breaking a cabin window. The passengers were evacuated safely.						
14 May	Baker Aviation	Cessna Caravan 1 (N192AV)	Nr Nome, Alaska, USA	-/1	1/9	ER
During a VFR flight the cloud ceiling began to lower. Pilot called for special VFR clearance when approaching Nome because the cloud had forced the aircraft down to 1,500ft and the visibility was less than 2km. When the conditions worsened, the pilot attempted to turn back but, during the turn, encountered white-out conditions and hit the ground.						
18 May	Kelner Airways	Pilatus PC-12 (C-FKAL)	Nr Clarenville, Newfoundland, Canada	1/1	2/8	ER
En route St Johns-Goose Bay, just south of Gander, the crew requested return to St Johns. Then they reported engine problems, requesting straight-in approach to runway 16 at St Johns. The engine finally had to be shut down because of severe vibration and the crew requested vectors for Clarenville. The aircraft force-landed 9km short of Clarenville.						