again. The aircraft broke up and burned.						
26 July	Legion Express	Fairchild FH-227 (N564LE)	Keflavik Intl apt, Reykjavik, Iceland	-	2	L
On selecting gear down there was a loud, sudden noise from the rear of the aircraft. The crew carried out a fly-by of the control tower to check the gear, and one of the pilots went into the cabin to examine it from the windows. The right main gear lock strut had broken and was hanging free. The right main gear collapsed on landing. The suspected cause was inadequate lock strut hinge pin lubrication.						
6 August	Wasaya Airways	British Aerospace 748-2B (C-GTAD)	Kasabonika apt, Ontario, Canada	-	4	L
Aircraft overran runway by about 100m onto rough ground and its gear was torn off. The crew says that braking action was poor.						
24 August	Yeniseisky Meridian	Antonov An-26 (RA-26568)	Norilsk apt, Norilsk, Russia	-	20	L
During the landing roll the gear was unintentionally selected up and the right main gear retracted.						
26 August	Techaviaservice	Antonov An-12 (EW-11368)	80km from Luanda, Angola	-	13	L
Nearly 1h after take off, the pilot radioed that he was having trouble with two of the aircraft's four engines. It later crashed/force-landed.						
31 August	DHL Airways	Boeing 727-200F (N722DH)	JFK apt, New York, USA	-	5	C
As the aircraft climbed through about 600ft, the No 2 engine failed and the crew elected to return to the airport. On landing, the right main gear failed and the aircraft came to rest on the runway.						
11 September	United Parcels Service	Boeing 767-300ERF (N316UP)	Ellington Field apt, Houston, USA	-	2	L
Following an ILS for runway 17R the aircraft carried out a go-around and was vectored around adverse weather for a second attempt to the same runway. Because of the location of thunderstorms, however, the crew were offered runway 35L and accepted vectors for it. Eventually they reported stabilised on the approach to 35L and visual contact was established at about 1,000ft agl. The aircraft touched down at 149kt IAS with wind 090°/15kt gusting 23kt. The crew did not feel any deceleration and the aircraft drifted left off the runway, causing extensive damage to the gear, engines and fuselage. The runway has an ungrooved surface and was wet with areas of standing water.						
24 September	Trans Florida Airlines	Convair 240 (N91237)	Loisa, Peru	-	3	TO
Shortly after take off from runway 08 the pilot reported that he was returning with technical problems. He was directed to runway 28, but the aircraft lost height and force-landed in a mangrove swamp about 5km from the airport.						
08 October	Aeromar	ATR42-500 (XA-TAH)	Benito Juarez apt, Mexico City	-	-	G
Aircraft was being taxied by a ground engineer, after maintenance, to a terminal stand. On starting to move it veered to one side, ran off the taxiway and hit another ATR42 (XA-RXC).						
17 October	Alpine Air	Beech 99A (N299GL)	Missoula apt, Missoula, Montana, USA	-	2	RA
The pilot commenced a go-around from an unsatisfactory night VMC approach in calm conditions, but the aircraft hit the ground just short of the runway.						
26 October	Corporate Air	Cessna Caravan I (N860FE?)	Kapalua apt, West Maui, Lahaina, Hawaii	-	1	TO
Ran off the side of the runway and collided with trees.						
1 November	LTA	DHC Dash 7 (YV-637C)	Simon Bolivar apt, La Paz, Bolivia	-	3	G
Gear collapsed on engine start.						
14 November	IAT Cargo	Boeing 707-320C (5N-VRG)	Ostend apt, Ostend, Belgium	-	5	C
Passing through "severe" turbulence about 20min after take off on a flight to Lagos, Nigeria, the aircraft's No 3 engine detached from the wing and fell away. The aircraft suffered hydraulic failure. The pilot elected to return to Ostend to land on runway 26, but, with no flaps or brakes, the aircraft overran, destroying the localiser ground antenna and causing its gear to collapse when it ran onto soft ground.						
26 November	Castle Aviation	Cessna 208B (N27MG)	Hamilton, Canada	-	1	L
Following a vectored straight-in back-course ILS approach, on which the aircraft was well above the normal approach path, the aircraft touched down fast and well beyond the half-way point on the 8,000ft runway. The aircraft went over the runway end at 90kt.						
1 December	Tower Air	Boeing 747-200 (N621FF)	Miami Intl apt	-	4	G
During refuelling, the ground crew reported a fire on the fuel truck. The fire spread, causing major damage, before it was extinguished.						
17 December	Volga Dnepr	Antonov An-124 (RA-82046)	Gander, Canada	-	16	L
Overran the runway on landing.						

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