

Date	Carrier	Aircraft type/registration	Location	Fatalities crew/pax	Total occupants crew/pax	Phase
<p>approach to runway 35, but decided to go around because he was right of the centre-line. Power was increased and the gear retracted, but the aircraft seems to have gone out of control while positioning for a second approach. The aircraft crashed on fairly flat ground among scrub. Night visibility was given as 4,000m.</p>						
25 December	UTAG	Boeing 727-200 (3X-GDM)	Nr Cotonou airport, Benin	148	161	C
<p>The aircraft lifted off at the very end of the runway, but its gear hit a low airport building and the aircraft crashed through the boundary fence into the sea close to the shore. The aircraft, which had flown into Cotonou from its base at Conakry, Guinea, was full, or almost full, and was departing for Beirut, Lebanon, so it would have been close to MTOV. The wind was light and the ambient temperature 32°C.</p>						
<b>FATAL ACCIDENTS: NON-SCHEDULED PASSENGER FLIGHTS</b>						
23 January	African Commuter Airlines	Gulfstream I (5Y-EMJ)	Busia airstrip, Kenya	1/1	3/9	TO
<p>The aircraft began to veer slowly right after about 100m and was completely off the runway by 400m. It hit a bump and was briefly airborne before hitting power lines and crashing upside down. All the survivors were severely injured.</p>						
8 May	Ukrainian Cargo Airlines	Ilyushin Il-76M (UR-UCB)	Over Zaïre	-/14	67/123?	ER
<p>The freighter had been chartered by the Congolese armed forces to transport servicemen, their dependents and cargo from Kinshasa to Lubumbashi. During flight at 30,000ft there was a sudden depressurisation. The crew moved the passengers forward, but one of the rear freight doors or the ramp broke open and 14 passengers were lost overboard. The aircraft returned to Kinshasa and landed safely. There are claims that both the numbers on board and the number lost were much greater than the numbers officially admitted.</p>						
26 May	UM Air	Yakovlev Yak-42 (UR-42352)	Trabzon airport, Turkey	12/62	12/62	C
<p>The aircraft was going around from its second attempted VOR/DME night approach to runway 29 after the pilot reported he could not see the runway, although the visibility was reported as good. It turned the wrong way for the missed approach and hit high ground. Unconfirmed reports suggest that crew fatigue may be an issue. The chartered flight, which had two crews on board, was carrying troops back to Spain from peacekeeping duties in Afghanistan and had stopped for refuelling at Bishkek, Kyrgyzstan before flying to Trabzon.</p>						
6 June	Air Adventures	Piper PA31 Chieftain (ZK-NCA)	Nr Christchurch, New Zealand	1/7	1/9	RA
<p>Crashed 3km short of runway 20 in darkness and fog.</p>						
<b>FATAL ACCIDENTS: REGIONAL AND COMMUTER AIRLINES</b>						
8 January	Air Midwest	Beech 1900D (N233YV)	Charlotte Douglas airport, S. Carolina, USA 2/19	2/19	2/19	TO
<p>Aircraft pitched dramatically to 52° nose-up quickly after take-off, stalled and hit airport buildings before crashing. Early NTSB investigations indicate misrigging of the elevator, but the accident has prompted an update (increase) in the assumed weight of the average airline passenger, because the aircraft was full and weight/balance may have played a part in the event.</p>						
9 January	TANS	Fokker F28 (N233YV)	Cerro Corlorque, Peru	4/42	4/42	AA
<p>The aircraft hit a mountain on the VOR approach to Chachapoyas, north-east Peru, 28km from the airfield, the elevation of which is 8,300ft. The weather was reported good, and the investigators say the crew was expecting to use the VOR to approach the airfield, then carry out a visual circling approach to land on runway 13. The interim report says the CVR revealed that there was no top of descent briefing, the crew showed poor CRM, that cockpit talk was not about the task in hand, and they showed a lack of situational awareness. Company management instability caused by staff turnover was also cited as a possible influencing factor on the crew culture. The aircraft hit an almost vertical mountainside, so ordinary GPWS would have given no useful warning, and Honeywell has stated recently that surveys of the area did not, at the time, provide quality terrain database information, so even EGPWS would not have been helpful. Since the accident, Honeywell says it has acquired the necessary data.</p>						
27 March	Air Regional	DHC Twin Otter 300 (PK-WAY)	Mt Puncak Jaya, Papua, Indonesia	1/4	3/15	L
<p>Crashed while flying up a mountain valley soon after take-off from Gunung Mulla. It was daylight in good weather.</p>						
22 June	Brit Air	Bombardier CRJ100 (F-GRJS)	Approach to Brest airport, France	1/-	3/21	RA
<p>The aircraft "touched down without violence", according to the French investigators, about 2,100m short of runway 26L while undergoing an ILS approach. The CRJ100, operating an Air France flight from Nantes to Brest, hit obstacles, came to rest in about 150m and was destroyed by fire. Visibility was 1,400-1,500m and the ILS was serviceable. The investigators say an early examination of the CVR and FDR data gives no indication of an aircraft technical fault, but "in the last 25s" of the flight the aircraft diverged from the ILS by first climbing above the glideslope and veering left of the localiser centreline, then dipping below it while staying left. Passengers say they could hear the co-pilot telling the captain repeatedly to "put on the gas". Shortly before impact, the GPWS sounded several glideslope and sink rate alerts and power was heard to increase. Possible gradual physical incapacitation of the captain, who was the pilot flying, is under investigation.</p>						
19 July	Ryan Blake Air	Fairchild Metro II (ZS-OYI)	Lenana Peak, Nr Nanyuki, Kenya	2/12	2/12	ER
<p>Flew into a mountain near its destination on a Nairobi-Samburu National Park flight. It was evening and there was some cloud cover.</p>						
24 August	Tropical Airways	Let L-410UVP (HH-PRV)	Nr Cap Haitien, Haiti	2/19	2/19	C
<p>Early reports suggest the nose baggage door opened during flight and bags falling out hit the propellers, parts of which were ingested by an engine that failed. The crew attempted to return, but lost control. The fully laden aircraft came down in a sugarcane field within 5km of the airport, having taken off for Port de Paix. Witnesses report</p>						

BECAUSE FLYING FROM HERE TO THERE IS BETTER THAN  
FROM HERE TO THERE TO THERE.

**7E7 DREAMLINER**

**BOEING**  
Forever New Frontiers

New dreams, new world. [www.newairplane.com](http://www.newairplane.com)