

Fatal accidents:

Scheduled passenger flights

Date: 12 Jun ● **Carrier:** Air India ● **Aircraft type/registration:** Boeing 787-8 (VT-ANB) ● **Location:** Near Ahmedabad International airport, India
Fatalities (crew/pax): 12/229 ● **Total occupants (crew/pax):** 12/230 ● **Phase:** Initial climb

Air India flight 171 took off from Ahmedabad airport for a nonstop flight to London Gatwick in the UK. According to the initial factual report from the Indian Air Accident Investigation Bureau (AAIB), the take-off roll and lift-off at 155kt (287km/h) indicated airspeed was normal, but within 3s of unstuck, at 180kt, the left fuel control switch (FCS) was moved from Run to Cut Off, followed 1s later by the right FCS. The rate of climb stopped, and a gradual descent began. Some 4s later the ram air turbine deployed automatically and began supplying hydraulic power, and 5s after that, the left FCS was moved back to Run, followed by the right FCS. The report says: "In the cockpit voice recording, one of the pilots is heard asking the other why did he cut off [sic]. The other pilot responded that he did not do so." Each pilot was recorded on a separate channel, so the AAIB must know which pilot made each statement, but decided not to release the information at the preliminary stage. The report confirms that the

co-pilot was the pilot flying, with the captain the pilot monitoring. "When fuel control switches are moved from Cut Off to Run while the aircraft is airborne, each engine's full authority digital engine control automatically manages a relight and thrust recovery sequence of ignition and fuel introduction," the report states. "The EGT [exhaust gas temperature] was observed to be rising for both engines, indicating relight. Engine 1's core deceleration stopped, reversed and started to progress to recovery. Engine 2 was able to relight but could not arrest core speed deceleration and re-introduced fuel repeatedly to increase core speed acceleration and recovery." The 787's undercarriage was never selected up, with the slow descent resulting in collision with accommodation buildings for a local hospital, after only 32s airborne. The aircraft broke up and caught fire. One passenger was a lone survivor, while a further 19 people on the ground were also killed.

Fatal accidents:

Regional and commuter flights

Date: 29 Jan ● **Carrier:** American Eagle ● **Aircraft type/registration:** MHIRJ CRJ700ER (N709PS) ● **Location:** Potomac River near Washington Reagan airport, USA ● **Fatalities (crew/pax):** 4/60 ● **Total occupants (crew/pax):** 4/60 ● **Phase:** Final approach

The aircraft, operated by PSA Airlines, was inbound on a scheduled flight from Wichita National airport to Washington Reagan airport. It was cleared at about 20:15 local time for a descent to 4,000ft, flying north following the Potomac River and expecting to land on Reagan's main runway, 01. At about 20:40 the regional jet was established on the instrument landing system localiser for runway 01, when the tower controller asked if the crew could accept a landing on runway 33. Because the crew had the runway lights in sight they accepted and turned right

to intercept the extended centreline for runway 33, where it crosses the east bank of the Potomac. Meanwhile, a US Army crew flying a Sikorsky UH-60 Black Hawk under visual flight rules on a training flight was flying south on Helicopter Route 1 to join Route 4, and reported to Reagan tower that they were at 300ft. The CRJ700ER and the helicopter collided at 20:48, while the former was on final approach to runway 33. All the people aboard the jet lost their lives, along with the three personnel who were on the military helicopter.

Date: 6 Feb ● **Carrier:** Bering Air ● **Aircraft type/registration:** Cessna Caravan (N321BA) ● **Location:** Pack ice in Norton Sound, Bering Sea, near Nome, Alaska, USA ● **Fatalities (crew/pax):** 1/9 ● **Total occupants (crew/pax):** 1/9 ● **Phase:** Descent

The aircraft took off from Unalakleet airport, with the 1h trip to Nome involving flying west over Norton Sound. The pilot filed an instrument meteorological conditions flightplan and was initially cleared to a cruising level of 8,000ft. About 20min before its expected arrival, the aircraft was cleared to descend to 6,000ft and then 4,000ft "at pilot's discretion". The last exchange with air traffic control (ATC) showed it at 3,100ft and an airspeed of about 70kt (130km/h), but it had turned onto a southerly track. ATC instructed the pilot to climb to regain 4,000ft, but there was

no reply. The final data via ADS-B and satellite communications showed the aircraft at 1,325ft above sea level, 26nm (48km) east of Nome and 10nm offshore. Its wreckage was discovered on a large floating ice sheet, with no survivors. Post-accident examination of the baggage and cargo led the US National Transportation Safety Board (NTSB) to conclude in its preliminary report that the aircraft had taken off about 480kg (1,060lb) above its maximum gross weight. "The investigation will be reviewing all weather factors pertaining to this accident," the NTSB adds.



Movement of fuel control switches (circled) is at heart of Air India 787 crash investigation

29 January collision with a military helicopter
downed PSA Airlines-operated CRJ700



NTSB

Fatal accidents:

Regional and commuter flights

Date: 17 Mar • **Carrier:** Linea Aerea Nacional de Honduras • **Aircraft type/registration:** British Aerospace Jetstream 32 (HR-AYW) • **Location:** Roatan International airport, Honduras • **Fatalities (crew/pax):** 0/12 • **Total occupants (crew/pax):** 2/15 • **Phase:** Take-off

The aircraft took off from runway 07 but climbed to only about 20-30ft before suffering a power loss. The crew lost control and the jet yawed

right before crashing into the sea about 0.5nm (1km) from the coast, where it sank in deep water.

Date: 24 Jul • **Carrier:** Angara Airlines • **Aircraft type/registration:** Antonov An-24 (RA-47315) • **Location:** Near Tynda airport, Amur, Russia • **Fatalities (crew/pax):** 6/42 • **Total occupants (crew/pax):** 6/42 • **Phase:** Approach

The 49-year-old aircraft hit high ground during a non-precision approach to Tynda airport about 8.1nm (15km) from runway 06, killing all on board. The preliminary report from investigation agency Rosaviatsia suggests that the crew set the altimeter to the sea level pressure, which provided height above sea level, while the approach chart used assumed that they

would use the pressure setting for the airfield elevation: some 2,020ft (616m) above sea level. The result was that the aircraft was flying below its correct height throughout the approach, which took place in instrument flight rules conditions. Rosaviatsia's provisional judgement is that this was a controlled flight into terrain accident.

Fatal accidents:

Non-scheduled passenger flights

Date: 7 Jan • **Carrier:** Swan River Seaplanes • **Aircraft type/registration:** Cessna Caravan (VH-WTY) • **Location:** Off Rottnest Island, Western Australia • **Fatalities (crew/pax):** 1/2 • **Total occupants (crew/pax):** 1/6 • **Phase:** Take-off

The float-equipped aircraft was chartered to carry six passengers from Thomson Bay, Rottnest Island to South Perth. The sea swell in the area normally used for departure was judged too high, and the pilot's plan to take off from a calmer sea closer to shore was approved by the compa-

ny's chief pilot. The pilot embarked the passengers and began the take-off run in a sea he described as rough but within limits. However, as soon as the aircraft got airborne it rolled left and the wingtip hit the sea, killing three of the seven people aboard.

Date: 29 Jan • **Carrier:** Eagle Air • **Aircraft type/registration:** Beechcraft 1900D (5X-RHB) • **Location:** GPOC Oil Unity airstrip, South Sudan • **Fatalities (crew/pax):** 2/18 • **Total occupants (crew/pax):** 2/19 • **Phase:** Climb

The crew of the chartered flight lost control of the aircraft, which crashed shortly after take-off in daylight visual meteorological conditions having taken off bound for Juba. It was carrying oil workers

from the Greater Pioneer Operating Company (GPOC), who were going on leave after 28 days of work on site. Three people initially survived the crash, but two later died.

Date: 28 Oct • **Carrier:** Mombasa Air Safari • **Aircraft type/registration:** Cessna Caravan (5Y-CCA) • **Location:** Kwale County, Kenya • **Fatalities (crew/pax):** 1/10 • **Total occupants (crew/pax):** 1/10 • **Phase:** En route

The aircraft, which was carrying tourists to the Maasai Mara, crashed en route. The pilot had filed a visual flight rules plan, but encountered instrument meteorological conditions in heavy rain storms. The Kenyan

Civil Aviation Authority says the aircraft hit rising ground in a nose-down attitude and describes the crash as "high impact", with wreckage strewn over a wide area.

Fatal accidents:

Non-passenger flights

Date: 22 Mar ● **Carrier:** Trident Aviation ● **Aircraft type/registration:** De Havilland Canada DHC-5 Buffalo (5Y-RBA) ● **Location:** Near Mogadishu, Somalia ● **Fatalities (crew/pax):** 5 ● **Total occupants (crew/pax):** 5 ● **Phase:** En route

The cargo flight crashed at sea, 13nm (24km) southwest of its destination at Mogadishu. It had taken off as a freight flight from Dhobley, Somalia.

Date: 4 Nov ● **Carrier:** UPS ● **Aircraft type/registration:** Boeing MD-11F (N259UP) ● **Location:** Louisville airport, Kentucky, USA ● **Fatalities (crew/pax):** 3 ● **Total occupants (crew/pax):** 3 ● **Phase:** Take-off

The aircraft began its take-off roll on Louisville's runway 17R, bound for Honolulu, Hawaii. Late in the take-off roll the No 1 engine and all or most of the engine pylon detached from the left wing, and debris from the separation was left on the runway. The left wing dropped, the aircraft could not maintain level flight and it hit industrial buildings. In a preliminary factual report, the US National Transportation Safety Board

(NTSB) says a structural failure took place in the left engine pylon's aft mount, where both forward and aft lugs suffered fatigue and stress failure. The crashing aircraft left a debris trail of some 800m (2,620ft), and at least 11 people on the ground were also killed. The US Federal Aviation Administration subsequently grounded all MD-11s, later extending this to all DC-10-series aircraft. The NTSB is continuing its investigation.

Date: 25 Nov ● **Carrier:** Nari Air ● **Aircraft type/registration:** Aircraft Industries L-410 (AVIONS-416) ● **Location:** Near Leer County airstrip, South Sudan ● **Fatalities (crew/pax):** 3 ● **Total occupants (crew/pax):** 3 ● **Phase:** En route

The flight, chartered by charity Samaritan's Purse to carry relief supplies from Juba to a flood-stricken area, came down about 10.8nm (20km)

short of its intended destination at Leer County airstrip. The hull broke up and all on board were killed.

Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 7 Jan ● **Carrier:** All Nippon Airways ● **Aircraft type/registration:** Boeing 787-9 (JA892A) ● **Location:** Near Los Angeles International airport, California, USA ● **Injuries (crew/pax):** 5/0 ● **Total occupants (crew/pax):** 12/184 ● **Phase:** Approach

Inbound from Tokyo Haneda, the aircraft encountered turbulence while passing about 14,000ft in the descent toward Los Angeles International

airport. Five cabin crew were injured, one of them seriously. The aircraft made a safe landing 15min later.

Date: 9 Jan ● **Carrier:** Delta Air Lines ● **Aircraft type/registration:** Boeing 757-300 (N589NW) ● **Location:** Atlanta International airport, Georgia, USA ● **Injuries (crew/pax):** 0/7 ● **Total occupants (crew/pax):** 7/201 ● **Phase:** Take-off

The aircraft suffered failure and fire in its No 2 engine and abandoned the take-off. The captain ordered an emergency evacuation via escape slides.

There were seven injuries during the evacuation, one of them serious. Conditions were snowy.

Date: 17 Jan ● **Carrier:** SARAT Flight Logistics ● **Aircraft type/registration:** Aircraft Industries L-410 (7Q-SLT) ● **Location:** Jebel-Boma airstrip, South Sudan ● **Injuries (crew/pax):** 0/1 ● **Total occupants (crew/pax):** 2/7 ● **Phase:** Landing

Inbound from Juba on a domestic charter, the aircraft ran off the runway and down a shallow slope, sustaining damage.

Date: 21 Jan ● **Carrier:** Air Kasai ● **Aircraft type/registration:** Antonov An-26B (9S-AYN) ● **Location:** Kongolo airport, Democratic Republic of Congo ● **Injuries (crew/pax):** 0 ● **Total occupants (crew/pax):** 5 ● **Phase:** Approach

Inbound from Goma on a domestic charter carrying a cargo of tobacco, the aircraft suffered a No 2 engine failure about 16nm (30km) before arriving at Kongolo. On landing the aircraft overran the runway

and came to a halt in scrub, with the right landing gear collapsed. The failed engine caught fire but was extinguished by airport fire crews. There were no injuries.

Date: 24 Jan ● **Carrier:** United Airlines ● **Aircraft type/registration:** Boeing 787-8 (N27903) ● **Location:** En route over Cote d'Ivoire ● **Injuries (crew/pax):** 0/16 ● **Total occupants (crew/pax):** 11/243 ● **Phase:** Cruise

Cote d'Ivoire authorities delegated the inquiry to the US National Transportation Safety Board, which has produced a preliminary report. It says that the 787-8, having taken off from Lagos, Nigeria for Washington Dulles, the USA, experienced altitude excursions during cruise flight while transitioning over Cote d'Ivoire airspace at 36,000ft. Of the 11 crew members and 243 passengers on board, one person sustained a serious injury and 15 people minor injuries, while the aircraft sustained minor damage. About 1h 5min prior to the event, inflight data showed a left inertial reference unit (IRU) failure. About 55min later, the data indicated a right IRU failure. According to the flight-data recorder, at 00:30:57, the autopilot disconnected automat-

ically, the flightcrew took over manual control, and the master caution and master warning were recorded. Altitude excursions began at this time. Some 3s later, the autothrottle disconnected and at 00:31:14, a stick shaker activation was recorded. The autopilot was re-engaged 20s later, but for only 1s before disconnecting automatically again. At 00:40:30, the crew decided on a return to Lagos. At 00:44:39, the autopilot was reengaged and remained so until final approach. Altitude excursions from 36,000ft above mean sea level lasted for about 12min, reaching a maximum of 36,203ft and minimum of 35,577ft. Injuries resulted as meal service was being conducted in the cabin. The investigation into the incident is ongoing.

Date: 28 Jan ● **Carrier:** Air Busan ● **Aircraft type/registration:** Airbus A321 (HL7763) ● **Location:** Busan-Gimhai International airport, South Korea ● **Injuries (crew/pax):** 0/27 ● **Total occupants (crew/pax):** 6/170 ● **Phase:** On ground

The aircraft, bound for Hong Kong, was waiting at the stand for pushback, which had been delayed by about 40min for air traffic control (ATC) reasons. The South Korean preliminary report says that, about 15min before the revised pushback was due, a "LAV Smoke" warning alert showed in the flightdeck, and 1min later the captain ordered an evacuation using the emergency slides and told ATC of the fire risk.

Despite rapid attendance by fire crews, the full length of the upper fuselage was gutted by fire, but this did not spread to the wings and fuel tanks. Three passengers were seriously injured and 24 suffered minor injuries. The preliminary report does not state the cause of the fire but there is a suggestion it may have started because insulation inside a power bank battery had become broken.

Date: 6 Feb ● **Carrier:** Tropicair ● **Aircraft type/registration:** De Havilland Canada DHC-6 Twin Otter (P2-AXL) ● **Location:** Kerema airport, Papua New Guinea ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 2/8 ● **Phase:** Landing

After touching down from a normal approach to runway 14 at Kerema the aircraft drifted off the right side of the runway before being brought back onto it, but control was again lost and it went off the left

side into a drainage ditch. The nosecone and nose undercarriage of the aircraft were badly damaged, but none of the passengers or crew sustained injury.

Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 10 Feb ● **Carrier:** Air Urga ● **Aircraft type/registration:** Antonov An-26B (UR-ELB) ● **Location:** N'Dele airport, Central African Republic
Injuries (crew/pax): 3 ● **Total occupants (crew/pax):** 6 ● **Phase:** Landing

The Ukraine-registered aircraft was operating for the UN when it hit an earthen bank on the final approach to runway 17. The impact destroyed

the left main landing gear and caused the aircraft to veer left off the runway, suffering considerable damage.

Date: 17 Feb ● **Carrier:** Delta Connection ● **Aircraft type/registration:** MHIRJ CRJ900LR (N932XJ) ● **Location:** Toronto Pearson airport, Canada
Injuries (crew/pax): 0/21 ● **Total occupants (crew/pax):** 4/76 ● **Phase:** Landing

Inbound from Minneapolis/St Paul airport, the aircraft was cleared to land on runway 23 at Toronto. The co-pilot was the pilot flying. Some wind gusting was expected on the approach, with the wind from 270° and about 30kt (55km/h). The crew allowed for this by adding to the calculated reference speed of 139kt. The approach continued with speeds and rates of descent close to those planned, but passing 150ft the airspeed increased suddenly to 154kt and the co-pilot reduced the power from just over 60% N1 to just over 40%, where it remained until touchdown.

Meanwhile, the rate of descent gradually increased from about 700ft/min to more than 1,000ft/min, and at touchdown the aircraft was banked 7° to the right. The right main landing gear collapsed on contacting the runway as a result of a 3g vertical deceleration; the right wing broke at the wing root, releasing fuel, and it soon detached completely; and the aircraft flipped onto its back, causing the empennage to separate. The aircraft slid along runway 23 before veering off it onto snow-covered grass, and came to a halt near the intersection with runway 23.

Date: 4 Mar ● **Carrier:** SAETA Peru ● **Aircraft type/registration:** British Aerospace Jetstream 32 (OB-2178) ● **Location:** Gueppi airport, Loreto, Peru
Injuries (crew/pax): ?/? ● **Total occupants (crew/pax):** 2/11 ● **Phase:** Landing

Inbound from Iquitos, the aircraft overran runway 05 and hit trees. There were several injuries on board, and the aircraft was written off.

Date: 13 Mar ● **Carrier:** American Airlines ● **Aircraft type/registration:** Boeing 737-800 (N885NN)
Location: Denver International airport, Colorado, USA ● **Injuries (crew/pax):** ?/? ● **Total occupants (crew/pax):** 6/166 ● **Phase:** Take-off

A problem first manifested during take-off from Colorado Springs bound for Dallas/Ft Worth, with vibration in the right engine just before the V1 decision speed. The crew took off and reviewed the situation, levelling out at 16,000ft and deciding to divert to Denver, where they landed safely and taxied to the ramp. As soon as the aircraft had stopped a fire

began in and near the right engine. It was extinguished by fire crews, but not before substantial damage had been caused. The cabin crew, unable to contact the pilots, directed the passengers to evacuate via multiple exits. An investigation found that a fan blade base was fractured, and a variable stator vane had been incorrectly installed.

Date: 16 Jul ● **Carrier:** Ethiopian Airlines ● **Aircraft type/registration:** De Havilland Canada Dash 8-400 (ET-AUZ) ● **Location:** Mekele airport, Ethiopia
Injuries (crew/pax): 2/0 ● **Total occupants (crew/pax):** 4/51 ● **Phase:** Landing

On the third attempt to land in heavy rain the aircraft ran off the runway.

CRJ900 flipped onto its back after a hard landing at Toronto Pearson airport in February



Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 28 Aug ● **Carrier:** Delta Air Lines ● **Aircraft type/registration:** Airbus A320 (N373NW) ● **Location:** Washington Ronald Reagan National airport, USA ● **Injuries (crew/pax):** 1/0 ● **Total occupants (crew/pax):** 6/162 ● **Phase:** Airport approach

Inbound from Atlanta Hartsfield airport to Washington Reagan, the crew were carrying out the CAPSS3 area navigation approach procedure when

a traffic alert and collision avoidance system manoeuvre injured one of the cabin crew badly. The aircraft landed without further incident.

Date: 16 Oct ● **Carrier:** United Airlines ● **Aircraft type/registration:** Boeing 737 Max 8 (N17327) ● **Location:** En route over Salt Lake City, Utah, USA ● **Injuries (crew/pax):** 1/0 ● **Total occupants (crew/pax):** 6/106 ● **Phase:** Cruise

While over Salt Lake City at 36,000ft en route from Denver to Los Angeles, the inner panel of the laminated windshield on the right side shattered, and glass fragments caused lacerations to the captain's right

arm. At this point it appears that the windshield damage was caused by collision with a weather balloon. The aircraft was diverted to Salt Lake City where it landed without further incident.

Date: 18 Oct ● **Carrier:** Air China ● **Aircraft type/registration:** Airbus A321 (B-8583) ● **Location:** Northeast of Hangzhou, China ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Cruise

When a lithium battery fire started in an overhead luggage rack on the right side near the overwing exits, the flightcrew elected to divert to Shanghai Pudong airport while the cabin crew dealt with the situation.

Air China says the fire was the result of spontaneous combustion of a device in a passenger's carry-on luggage. The carrier says there have been multiple such onboard fires involving electronic devices.

Date: 20 Oct ● **Carrier:** ACT Airlines ● **Aircraft type/registration:** Boeing 747-400F (TC-ACF) ● **Location:** Chek Lap Kok airport, Hong Kong, China ● **Injuries (crew/pax):** 0 ● **Total occupants (crew/pax):** 4 ● **Phase:** Landing

Inbound from Dubai World Central, operated by ACT for Emirates SkyCargo, the aircraft landed apparently normally on runway 07L at 03:50 local time, but some distance into its ground run it veered left off the runway, ran through fencing and across the perimeter road and into the sea, with the fuselage fracturing as it did so. The aircraft hit a security patrol vehicle on the perimeter road, killing both occupants. The Hong Kong Accident Investigation Authority says the flight-data

recorder shows that, during the landing run, the No 4 engine thrust lever moved to the fully forward position, and that this fact is a "particular focus" for the investigation. The crew knew before departure from Dubai that the No 4 thrust reverser had been logged as inoperative, and on landing had only selected reverse thrust initially on numbers 2 and 4 (at 95% NI), with idle reverse selected on engine No 1. There was no cargo on board.

Date: 13 Nov ● **Carrier:** Fly Pro ● **Aircraft type/registration:** Boeing 747-200F (ER-BAR) ● **Location:** N'Djamena International airport, Chad ● **Injuries (crew/pax):** 0 ● **Total occupants (crew/pax):** ? ● **Phase:** Landing

Inbound from Baku, Azerbaijan in good daylight weather, the aircraft touched down short of runway 05, suffering minor damage. The instru-

ment landing system and distance measuring equipment for the runway were reported unserviceable at the time.



ACT Airlines 747-400F was written off during 20 October landing mishap at Hong Kong

Vernon Yuen/Nexpher/ZUMA Press Wire/Shutterstock

JAL 767 suffered multiple bird strikes shortly after take-off from Kagoshima in November



AirTeamImages

Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 14 Nov ● **Carrier:** Japan Airlines ● **Aircraft type/registration:** Boeing 767-300ER (JA612J) ● **Location:** Kagoshima City, Japan
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Initial climb

The aircraft suffered 'multiple bird strikes' on its No 2 engine shortly after take-off from runway 34. The crew stopped the climb at about 6,000ft and took up a holding pattern before electing to return to Kagoshima,

where the aircraft landed safely some time later. The incident happened in daylight visual meteorological conditions, while the aircraft was operating a scheduled flight to Tokyo Haneda airport.

Date: 17 Nov ● **Carrier:** Air Jet Angola ● **Aircraft type/registration:** Embraer ERJ-145LR (D2-AJB) ● **Location:** Kolwezi airport, Democratic Republic of Congo ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 29 ● **Phase:** Landing

The aircraft, chartered by the Democratic Republic of Congo's Ministry of Mining, was carrying a government delegation from Kinshasa via Lubumbashi to Kolwezi to investigate a mining accident. It landed on runway 29, touching down in the normal touchdown zone, despite the fact that there

was an active notice to airmen stating that the first 1,000m (3,280ft) of the runway was undergoing maintenance. The main landing gear collapsed and the rear part of the aircraft caught fire as it slid to a halt on its belly. No-one on board was injured.

Date: 28 Nov ● **Carrier:** Elitavia Malta ● **Aircraft type/registration:** Boeing 747-400F (9H-MSK) ● **Location:** Tripoli Mitiga International airport, Libya
Injuries (crew/pax): 0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Initial climb

The aircraft suffered multiple bird strikes shortly after take-off from Tripoli's Mitiga International airport, with several birds ingested by engine No 2. Abnormal vibration was observed in the engine, so the crew shut it

down and diverted to Malta International airport. The incident happened in darkness (about 23:00 local time), during a flight to Muscat International airport, Oman.

Date: 12 Dec ● **Carrier:** Aerosucre Colombia ● **Aircraft type/registration:** Boeing 727-200F (HK-5216) ● **Location:** Barranquilla International airport, Colombia ● **Injuries (crew/pax):** 0 ● **Total occupants (crew/pax):** ? ● **Phase:** Landing

The cargo flight took off from Barranquilla in good weather at night, bound for Bogota Eldorado airport, but the left main gear would not retract completely. The crew took up a holding pattern while they investigated the fault and carried out a flypast in front of the tower with the

gear selected down to obtain a visual report. The left main gear leg was reported partially deployed. A little more than 1h after take-off the crew were cleared to land on runway 05 with the left main gear not fully down. The aircraft suffered substantial damage, but no-one was injured.