

Accidents and incidents 2019

Notes on tables

Data comes from *Flight International's* research in association with Ascend by Cirium, which compiles the World Aircraft Accident Summary, among other safety analysis products. In many countries, details of non-fatal incidents are not made available officially, but *Flight International* continues to list known significant incidents to maximise the availability of relevant information. We accept that the non-fatal listing may be weighted against the airlines of those countries that make safety information more readily available.

Glossary of terms and abbreviations

AA airfield approach/early descent system	IFR instrument flight rules	SID standard instrument departure
AAL above airfield level	ILS instrument landing system	TAWS terrain awareness and warning system
ACARS automatic communication addressing and reporting system	IMC instrument meteorological conditions	TO take-off
ADC air-data computer	ISA international standard atmosphere: sea level pressure of 1,013.2hPa and standard temperature/pressure lapse rate with altitude	TOGA press-button selected take-off/go-around thrust
ADF automatic direction finder	L landing	TSB Transportation Safety Board of Canada
AF air force	LP low pressure	VASI visual approach slope indicator
AGL above ground level	MEL minimum equipment list	VFR visual flight rules
AMSL above mean sea level	MTOW maximum take-off weight	VHF very high frequency
AOA angle of attack	NDB non-directional beacon	VMC visual meteorological conditions
ASI airspeed indicator	NTSB US National Transportation Safety Board	VOR VHF omni-range navigation beacon
ATC air traffic control	PAPI precision approach path indicator	V₁ take-off decision speed
C climb	PAX passengers	
C-B circuit breaker	PF pilot flying	Conversion factors
CFIT controlled flight into terrain	PNF pilot not flying	1nm = 1.85km
CNK cause not known	RA runway/final approach	1ft = 0.3m
CVR cockpit voice recorder		1kt = 1.85km/h
DME distance measuring equipment		
ECAM electronic centralised aircraft monitor		
EFIS electronic flight-instrument		
EGPWS enhanced ground proximity warning system		
EGT exhaust gas temperature		
EICAS engine indicating and crew alerting system		
ER en route		
ETOPS extended twin-engine operations		
FDR flight data recorder		
FIR flight information region		
FL flight level = altitude, in hundreds of feet, with international standard pressure setting (ISA) of 1013.2hPa set on altimeter (eg FL100 – altimeter reading of 10,000ft with ISA set)		
FMS flight management system		
G on ground		
GPU ground power unit		
GPWS ground proximity warning system		
HP high pressure		

Date	Carrier	Aircraft type/registration	Location	Fatalities (crew/pax)	Total occupants (crew/pax)	Phase
Fatal accidents: scheduled passenger flights						
10 Mar	Ethiopian Airlines	Boeing 737 Max 8 (ET-AVJ)	Near Addis Ababa, Ethiopia	8/149	8/149	C
<p>The aircraft took off from Addis Ababa airport bound for Nairobi, Kenya. Less than 1min after take-off the two AOA sensors on the nose began to differ, then the left one indicated a dramatic increase in AOA. It is believed that this might have resulted from bird strike damage to the AOA vanes. According to the Ethiopian accident investigators' initial factual report, as the AOA readings shifted to high values, the stick-shaker began operating and remained active until impact with the ground some 6min from the beginning of the take-off roll. A little more than 1min after take-off, passing 1,000ft AGL, the captain succeeded in engaging the autopilot and ATC cleared the aircraft to climb to FL340. The captain asked the co-pilot to retract the flaps. About 35s after it had been engaged, the autopilot disengaged and the aircraft began slight rolling oscillations and rudder-generated yawing motions, and following flap retraction the horizontal stabiliser rotated automatically in the aircraft-nose-down (AND) sense from 5.9 units to 4.6, and a few seconds later to 2.1 units, whereupon the aircraft descended a little and the captain countered with elevator, re-establishing climb. The captain asked the co-pilot to advise ATC they had control problems and wanted to maintain runway heading, which was approved. A manual electric trim nose-up input moved the stabiliser in the aircraft-nose-up (ANU) direction slightly, then a few seconds later there was another 9s burst of automatic AND stabiliser trim movement, which took the stabiliser to 0.4 units, and the captain called for the co-pilot to add his manual nose-up trim to his own, and the stabiliser moved ANU to 2.3 units. The co-pilot then called "stab trim cut-out" twice, suggesting he realised the runaway stabiliser drill was required. The captain told him to go ahead. There was another automatic AND demand, but the stabiliser did not respond since the stab trim switches had been selected to cut-out. During all of this time the power remained at the 94% N1 setting that the crew had selected for take-off. The captain asked for clearance to level off at 14,000ft AMSL (airfield elevation is some 7,500ft) and repeated that the crew had control problems. Meanwhile airspeed was increasing through the VMO of 340kt (630km/h), the overspeed clacker began operating, and stayed operating until impact. Both pilots were pulling back on the control columns, and the captain asked the co-pilot if he could get a response from the manual trim wheel. The co-pilot said he could not. At this point it is believed the crew selected the stab-trim cut-out switches back on, hoping to restore their ability to trim ANU with their control column trim switches, but the automatic AND input resumed. The crew asked ATC for clearance to return, and were given it. The aircraft began to descend, the stabiliser setting reduced to 0.8, and the aircraft attitude reached 40° nose down. The throttles were still at their take-off setting, and by impact with the ground the airspeed had reached 500kt, according to one of the ASIs. The events were remarkably similar to those experienced by the crew of a Lion Air Boeing 737 Max 8, which crashed soon after take-off from Jakarta, Indonesia on 29 October 2018, as recorded in the Indonesian investigators' final report. That accident also killed everyone on board.</p>						
5 May	Aeroflot Russian International Airlines	Sukhoi Superjet 100 (RA-89098)	Moscow Sheremetyevo airport, Russia	1/40	5/73	L
<p>The aircraft took off from Sheremetyevo at about 18:00 local time in good visibility, but with thunderstorms in the vicinity, heading for Murmansk. Approaching 9,000ft in the climb, the aircraft suffered a lightning strike, at which the crew expressed surprise but not alarm. The autopilot disconnected, the flight control computers reverted to direct law, and there was an electrical failure. The captain advised the cabin crew they would return to Sheremetyevo, but that the situation was not an emergency. Shortly after that they selected the communications-failure squawk 7600 on the transponder. The captain had taken manual control of the aircraft and carried out a full circle on approach to intercept the ILS for runway 24L at an airspeed of about 170kt, which is faster than normal for final approach. By now the transponder had been set to the emergency squawk of 7700. The crew had set the flap correctly to 25° for an overweight landing (1.6t over maximum landing weight) and most of the approach was stable if fast, but there was a 20-30kt crosswind from the left. FDR information indicates a windshear warning on final approach (which may have been spurious) and the aircraft's pitch fluctuated just before touchdown. It crossed the threshold at 164kt, finally touched down hard on all three wheels 900m (2,950ft) past the threshold at 158kt and bounced, coming down again on its nose wheel with a 5.85g vertical deceleration. It bounced high again, and FDR data indicates the crew advanced the power levers to maximum thrust and selected the sidestick to fully nose-up as if for a go-around. There was no power response, but the reverse thrust doors were in transition. The aircraft finally impacted the runway at 140kt with a vertical deceleration of 5g. The latter impact caused a break in the wing, releasing fuel, and a fire erupted as the aircraft slid to a halt. The fire engulfed the aft end of the fuselage, but some of the passengers and crew managed to escape from the forward end.</p>						
27 Dec	Bek Air	Fokker 100 (UP-F1007)	Almaty airport, Kazakhstan	14	5/96	TO
<p>The aircraft crashed almost immediately after getting airborne at 07:22 local time from runway 05R for a domestic flight to Nur-Sultan. The temperature was -12°C (10°F), dew point 13°C, there was a light wind and mist. The aircraft appears to have used more of the runway than expected to take off, and when it failed to stay airborne it crashed through an airport boundary wall and came to rest having collided with a house. There was no fire. An estimated 22 people were badly injured, but some 35 were able to walk away from the aircraft, the fuselage of which was broken in more than one place.</p>						

Date	Carrier	Aircraft type/registration	Location	Fatalities (crew/pax)	Total occupants (crew/pax)	Phase
Fatal accidents: non-scheduled operations						
9 Mar	Laser Aereo Colombia	Douglas DC-3 (HK-2494)	Near San Martin, Colombia	3/11	3/11	AA
<p>The flight took off from Taraira airport bound for Villavicencio, but diverted to Miraflores because of bad weather. The crew then changed the destination to the airport of San Jose Del Guaviare, landed there and refuelled. Finally the crew took off again for Villavicencio, but about 54nm (100km) from their destination reported failure of one of the engines worsened by failure to feather its propeller. The crew told ATC at Villavicencio that they would land at the La Rinconada airstrip. The last call received by Villavicencio was from the crew advising they had the runway in sight, but the aircraft crashed into a plantation, impacting the ground hard with gear and flaps up at a low forward speed and caught fire.</p>						
13 May	Taquan Air	DHC-3 Turbine Otter (N959PA)	George Inlet, Alaska, USA	0/1	1/10	ER
<p>The floatplane took off from Rudyard Bay, Alaska, and was operating a charter to Ketchikan Harbor seaplane base. During the flight, cruising at about 4,000ft AMSL, the pilot elected to descend a little and fly close to a waterfall near Mahoney Lake for the benefit of the passengers, but collided with a DHC-2 Beaver (N952DB) that the pilot did not see. He reported that the aircraft rolled right and pitched steeply down over George Inlet, but there was sufficient control remaining for him to flare the aircraft before impact with the water. All the passengers except one, and the pilot, were able to evacuate the aircraft before it sank, and witnesses to the crash landing helped them to the shore. The DHC-2 broke up in the air and all four people on it were killed.</p>						
26 Jul	Seair Seaplanes	Cessna Caravan (C-GURL)	Addenbroke Island, Canada	1/3	1/8	ER
<p>The aircraft, a floatplane, was chartered for a fishing trip to Calvert Island. It took off from Vancouver International Water airport heading for Hakai Pass seaplane base. The weather was overcast, windy and raining. It crashed at Addenbroke Island, close to its intended destination.</p>						
6 Aug	Alcan Air	Cessna Caravan (C-FSKF)	North of Mayo Lake, Yukon, Canada	1/1	1/1	ER
<p>The aircraft hit high ground not far from its destination at Mayo airport, Yukon, having departed from Rackla airfield to the northeast. The aircraft is believed to have been carrying a surveyor for a mining company.</p>						
23 Sep	Auric Air	Cessna Caravan (5H-AAM)	Seronera airstrip, Serengeti, Tanzania	1/1	1/1	TO
<p>The aircraft crashed shortly after take-off. Auric Air's main business is transporting passengers on safari holidays.</p>						
Date	Carrier	Aircraft type/registration	Location	Fatalities (crew/pax)	Total occupants (crew/pax)	Phase
Fatal accidents: regional and commuter operations						
16 Apr	Archipelagos Servicios Aereos	B-N Islander (CC-CYR)	Puerto Montt airport, Chile	1/5	1/5	C
<p>Shortly after take-off from Puerto Montt for a local flight to Ayacara, the aircraft – steeply nose-down – crashed into a residential area close to the airport, killing everyone on board.</p>						
27 Jun	Angara Airlines	Antonov An-24 (RA-47366)	Nizhneangarsk airport, Russia	2/0	4/43	L
<p>Inbound from Ulan Ude the crew reported failure of the aircraft's No 1 engine. The twin-turboprop touched down to the right of the runway 22 centreline, with the tyres on the right main gear failing. It veered right off the runway, hitting buildings and catching fire. The captain and the flight engineer were killed, but all the passengers escaped. Some 22 of the passengers were injured, of which 14 required medical treatment.</p>						
17 Oct	PenAir	Saab 2000 (N686PA)	Unalaska airport, Dutch Harbor, USA	0/1	3/39	L
<p>Inbound from Anchorage, the aircraft overran the end of runway 13 on its second attempt at an approach. The wind was reported to be 300° at 24kt, so there was an unusually high tailwind component, and the aircraft touched down some 600m from the runway threshold where the tyres left skid marks. It came to a halt at the edge of Dutch Harbor, having crossed a road. As the aircraft overran – about 26s after touchdown – its left-hand propeller struck a road sign, and possibly a signal post, losing three of its six blades. At least two blades hit the fuselage, one sticking in the structure and the other entering the passenger cabin. The third missing blade was retrieved from the water. Two people were badly injured, and one of them died of the injuries the next day.</p>						
24 Nov	Busy Bee Congo	Dornier 228-200 (9S-GNH)	Near Goma, DR Congo	2/15	2/15	C
<p>Shortly after take-off from runway 17 at Goma for a domestic flight to Beni, the aircraft crashed into a residential area close to the airport, killing everyone on board and between eight and 10 people on the ground.</p>						
24 Dec	Calafia Airlines	Cessna Caravan (XA-TWN)	50 miles west of Hermosillo, Mexico	1/1	1/1	ER
<p>The aircraft took off from Hermosillo, bound for Guerrero Negro airport, and contact was lost. The aircraft was later found to have hit high ground near the coast of the Gulf of California.</p>						
Date	Carrier	Aircraft type/registration	Location	Fatalities (crew/pax)	Total occupants (crew/pax)	Phase
Fatal accidents: non-passenger flights						
14 Jan	Saha Air	Boeing 707-300 (EP-CPP)	Fat'h airport, Iran	15	16	L
<p>The 707, operating a cargo flight for the Iranian air force, landed on runway 31 at Fat'h airport when its destination was runway 30 at Payam airport. The two airports are about 1.6 miles (2.5km) apart, but the intended destination runway at Payam was nearly 3,700m long while runway 31 at Fat'h is only 1,300m. The aircraft ran off the end of the runway, through a wall and stopped in a housing area. The two runways are almost in line with each other, and last year a Taban Airlines Boeing MD-88 nearly made exactly the same mistake, but carried out a go-around and landed on 30 at Payam.</p>						
21 Jan	Priority Air Charter	Douglas Turbine DC-3 (N467KS)	Kidron-Stoltzfus airfield, Ohio, USA	2	2	TO
<p>Departing for a ferry flight to Akron/Canton airport, Ohio, a witness reported that white smoke issued from the aircraft's left engine soon after take-off from runway 19. The aircraft began to veer left and lost height, crashing about 200m from the runway end.</p>						

Bek Air Fokker 100 left 14 dead and 22 injured after accident on take-off at Almaty



Date	Carrier	Aircraft type/registration	Location	Fatalities (crew/pax)	Total occupants (crew/pax)	Phase
8 Feb	Conquest Air Cargo	Convair C-131 (N145GT)	31 miles east of Miami Opa-Locka, Florida, USA	1	2	ER

En route from Nassau, Bahamas to Miami Opa Locka Executive airport the crew had problems with the left engine propeller control system, but found a way of continuing the flight despite this. When they began to descend, the right engine backfired and started surging, so they shut it down. Then the left engine began to do the same and the crew realised they were committed to ditching. The co-pilot transmitted a mayday call. The captain did not survive the ditching, but the co-pilot, who did, described the impact as violent, and said the tail separated and the fuselage rapidly began to fill with water. The co-pilot managed to disembark, taking the life raft with him.

23 Feb	Amazon Prime Air	Boeing 767-300ERF (N1217A)	Trinity Bay, Texas, USA	3	3	ER
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The aircraft, operated by Atlas Air for Amazon Prime Air, was en route from Miami to Houston. It began a descent for Houston cleared for a vectored approach (avoiding weather) to runway 26L. When established in the descent, the crew were advised that they needed to descend expeditiously to 3,000ft if they wanted to clear the weather by flying to the west of it as they had requested. They took up a vector heading of 270°, and acknowledged the advice that they should expect a turn to the north to make a base leg for 26L when clear of the weather. The aircraft's descent appeared to be arrested at about 6,000ft, with an airspeed of 230kt, and automatic dependent surveillance – broadcast returns indicate it began a slight climb. Then the power increased to maximum, the aircraft pitched up about 4°, then began pitching nose-down in response to elevator deflection, eventually reaching a 49° nose-down attitude. There was no indication of a stall warning nor stick-shaker. Now in a steep descent with wings level, the aircraft reached a maximum speed of 430kt before crashing in swampy ground, but the nose-down attitude had been reduced to about 20° before impact. There was no communication from the aircraft from about the time it levelled at 6,000ft, and radar contact was also lost at that time. There was no emergency call at any time. The NTSB is investigating the possibility that the go-around button on the power levers was triggered unintentionally when the aircraft levelled at 6,000ft, and the sudden linear acceleration caused by the power increase produced somatogravic illusion in the pilots. That illusion is caused by linear acceleration acting on the human balance organs, creating the illusion (in this case) that the aircraft is pitching nose up.

14 Apr	Summit Air	Let L-410 (9N-AMH)	Lukla airport, Nepal	1	3	TO
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Just after the aircraft began its take-off roll on the steep downhill runway 24, it veered sharply to the right and fell down an embankment onto the helicopter ramp. There it struck a Manang Air Airbus Helicopters AS350B3e (9N-ALC) which was in the process of shutting down after landing. A second, parked AS350 (9N-ALK) of Shree Airlines was apparently also damaged. The L-410 had only the two pilots and another crew member on board to carry out a ferry flight, and the co-pilot was killed in the collision. Two people on the helipad were also killed.

11 Sep	Ferreteria e Implementos San Francisco	Convair CV-440 (N24DR)	Near Toledo airport, Ohio, USA	2	2	RA
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The cargo aircraft, inbound from Millington Memphis airport, was approaching runway 25 at night, cleared to land, but hit treetops and crashed some 0.6 miles short of the runway. The crew had not reported problems at any time.

18 Sep	Carpediem Aviation	Viking Air Twin Otter 400 (PK-CDC)	New Guinea, Indonesia	4	4	ER
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The aircraft disappeared during a cargo flight from Tembagapura to Ilaga. It was later found to have collided with high ground at about 13,000ft on the track between the two airports.

4 Oct	Ukraine Air Alliance	Antonov An-12 (UR-CAH)	Lviv airport, Ukraine	5	8	RA
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Inbound from Vigo, Spain, the aircraft was making a night approach to runway 31 at Lviv in fog, visibility 800m. It crashed about 1 mile short of the runway in what appears to have been a forced landing with fuel exhaustion.

9 Dec	Martinaire Aviation	Cessna 208B Super Cargomaster (N4602B)	Northeast of Victoria, Texas, USA	1	1	ER
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The aircraft took off from Victoria regional airport, Texas, en route to Houston international airport. It never reached its flight planned altitude, and according to flight tracking service Flightaware its climb phase was erratic in both speed and vertical profile. Before impact, about 14min from take-off, it entered a rapid descent with increasing speed.

Date	Carrier	Aircraft type/registration	Location	Injuries (crew/pax)	Total occupants (crew/pax)	Phase
Significant non-fatal accidents/incidents (all commercial airline categories)						
7 Jan	RAF-Avia	Saab 340 (YL-RAF)	Savollinna airport, Finland	0	2	L

Directional control was apparently lost during the landing roll, the aircraft veered off the runway and collided with a snow bank. The accident happened in darkness (04:50 local time) and IMC. Wind 220°/5kt, visibility 2,500m in snow, cloud, broken at 500ft and overcast at 1,500ft, temperature and dew point -2°C. The aircraft was operating a positioning flight from Riga, Latvia.

23 Jan	Air Creebec	DHC Dash 8 (C-GTCO)	Rouyn-Noranda, Quebec, Canada	0/0	3/6	TO
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Directional control was lost during the take-off roll on runway 26 and the aircraft veered off the left side of the runway. The left propeller struck what is believed to have been a snow berm, and one of the blades broke up, with debris penetrating the cabin.

28 Jan	Air Europa	ATR 72-500 (EC-LYJ)	Palma de Mallorca, Spain	0/0	4/61	L
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Inbound from Valencia, Spain, operated by Swiftair for Air Europa, the aircraft ran off the right side of the runway but later regained it, and taxied to the stand. The aircraft suffered serious damage to the landing gear and fuselage, and the hydraulic system was also affected.



Charter flight from Guantanamo Bay carrying US service personnel and families overran on landing at NAS Jacksonville

Flightcrew of Saab 340 operated by RAF-Avia are thought to have lost control on landing at Savolinn



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Date	Carrier	Aircraft type/registration	Location	Injuries (crew/pax)	Total occupants (crew/pax)	Phase
28 Jan	Kalitta Charters	Boeing 727-200F (N720CK)	Tuscaloosa, Alabama, USA	0	4	L
<p>The aircraft landed with the nose gear retracted despite the undercarriage warning horn sounding and sink rate warnings. The NTSB's interim report comments that the gear failed to unlock from its retracted position, and notes that the flightcrew operating manual warns that if the gear and flaps are selected down at the same time while the engines are set close to idle the hydraulic pumps may not produce sufficient pressure to unlock the nose gear. The co-pilot prompted the captain to carry out a go-around but he did not, and earlier the flight engineer had recommended that they should recycle the gear but the captain declined to do so. It seems the captain had the idea that faulty microswitches were the cause of the indication that the nose gear was not down. The same aircraft with a different crew making an approach to Tuscaloosa the day before reported a similar experience before landing, but they elected to recycle the gear, and having done so got a normal gear-down indication.</p>						
8 Feb	Novair	Airbus A321neo (SE-RKA)	Billund airport, Denmark	0/0	??	L
<p>Inbound from Lanzarote, the Canary Islands, the aircraft was landing on runway 27 in a strong crosswind. The landing was heavy and the tail struck the runway.</p>						
1 Mar	Laudamotion	Airbus A320 (OE-LOA)	London Stansted airport, UK	0/0	6/169	TO
<p>The crew aborted take-off at fairly low speed following failure of the left CFM International CFM56 engine. Passengers reported a loud bang and flames emitted from the jetpipe. The captain ordered passenger evacuation on the runway.</p>						
4 Mar	CommutAir	Embraer ERJ-145 (N14171)	Presque-Isle Northern Maine airport, USA	0/0	3/28	
<p>Following an approach in light snow inbound from Newark, the aircraft touched down between runway 01 and taxiway A and sustained substantial damage, including the separation of one of the main undercarriage legs. The aircraft was operating a United Express flight.</p>						
4 Mar	Amik Aviation	Cessna Caravan (C-FAFV)	Little Grand Rapids airport, Manitoba, Canada	1/0	1/6	RA
<p>The aircraft was flying from Winnipeg to Little Grand Rapids on a VFR flightplan. It was approaching runway 36 at its destination, but struck the ice-covered surface of Family Lake short of the runway. All occupants evacuated and were taken to the airport.</p>						
19 Mar	Iran Air	Fokker 100 (EP-IDG)	Tehran Mehrabad airport, Iran	1/2	9/24	L
<p>Inbound from Qeshm, partial hydraulic failure meant the crew could not lower the undercarriage. The aircraft landed safely with its gear up.</p>						
8 Apr	Sky High Aviation	BAe Jetstream 41 (HI1038)	Dominica Douglas Charles airport, Dominica	0/0	??	L
<p>Inbound from Santo Domingo, the aircraft suffered a problem landing on runway 27 and came to rest on its belly just off the side of the runway. The accident happened in daylight and in VMC.</p>						
10 Apr	American Airlines	Airbus A321 (N114NN)	John F Kennedy airport, USA	0/0	8/101	TO
<p>The aircraft rolled to the left on take-off from runway 31L and its left wing struck a runway sign. The aircraft recovered to a safe climb and returned to the airport. The accident happened in darkness (20:40 local time) but good visibility. It was scheduled to operate a flight to Los Angeles, California.</p>						
19 Apr	American Airlines	Boeing 737-800 (N871NN)	Vancouver International airport, Canada	0/0	??	TO
<p>Shortly after take-off from runway 26L at Vancouver, British Columbia, the crew reported that the system A hydraulic system fluid quantity had reduced to 23% and the anti-skid inoperative light had come on. ATC subsequently reported that tyre fragments and a hydraulic line support bracket had been found on the runway. An emergency was declared and, as the aircraft would have been overweight on landing if it immediately returned to Vancouver, the decision was made to divert to Seattle, Washington, where a safe landing was made. The aircraft was operating a flight to Chicago, Illinois. The No 2 tyre on the left main undercarriage was confirmed to have burst during the take-off roll at Vancouver, resulting in multiple severed hydraulic lines and damage to supports and wire harnesses in the left wheel well. There was additional damage to the left wing inboard flap, left horizontal stabiliser and lower wing panels.</p>						
22 Apr	Asia Airways	Antonov An-26 (EY-322)	Desert 25 miles east of Khartoum, Sudan	0	5	ER
<p>The aircraft was operating a ferry flight from Djibouti to Khartoum but, when about 180nm from Khartoum, the pilot became concerned about the fuel state and advised ATC. When about 40nm from Khartoum, both of the aircraft's engines flamed out, apparently due to fuel exhaustion. The captain carried out a forced landing in the open desert with the undercarriage retracted. It is reported that, earlier in the flight, the co-pilot had become ill and left the cockpit, and the emergency was handled by the captain alone.</p>						
23 Apr	Airblue	Airbus A320 (AP-EDA)	Bacha Khan airport, Peshawar, Pakistan	0/0	6/144	L
<p>The aircraft overran runway 35 on landing. The accident happened in darkness (19:30 local time), wind 310°/18kt, visibility 4,000m in rain showers, cloud few cumulo-nimbus at 3,500ft and broken at 9,000ft. The aircraft was operating a flight from Sharjah, the United Arab Emirates.</p>						
24 Apr	Keewatin Air	Beechcraft King Air (C-FRMV)	Gillam airport, Manitoba, Canada	0/0	2/2	L
<p>The aircraft was flying a positioning medevac flight from Winnipeg to Churchill with two pilots and two paramedics when the crew declared a fuel emergency and elected to divert to Gillam airport. The aircraft landed short of runway 23 on the ice of Stephens Lake, but hit a berm close to the runway threshold and suffered damage. The TSB has released initial information to the effect that the crew failed to take on sufficient fuel for the flight.</p>						
3 May	Miami Air International	Boeing 737-800 (N732MA)	NAS Jacksonville, Florida, USA	0/0	7/136	L
<p>This chartered flight inbound from Leeward Point, Guantanamo Bay, Cuba, overran runway 10 and came to a halt in the shallow waters of the St Johns River. The aircraft was originally cleared to land on the reciprocal runway (28), but then requested 10. ATC cleared the aircraft as requested, but advised the crew that runway 10 had a displaced threshold because arrester gear is installed near the beginning of 10, which reduced the landing distance by 366m to 2,380m, and the runway was wet. There was also a 15kt tailwind on 10, and the crew could not use reverse thrust because the starboard thrust reverser was logged as inoperative. There is a 300m paved overrun area followed by 75m of levelled grass before a drop of about 10ft down the bank of the river. The aircraft was bringing service personnel and their families back home from Guantanamo Bay. No-one was injured but the damage to the aircraft was substantial enough for it to be written off.</p>						

Serious bird strike prompted forced landing of Ural Airlines A321 after both engines failed



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Date	Carrier	Aircraft type/registration	Location	Injuries (crew/pax)	Total occupants (crew/pax)	Phase
3 May	Buffalo Airways	Douglas DC-3 (C-GJKM)	Near Hay River, Northwest Territories, Canada	2	2	C
As the aircraft was climbing following take-off from Hay River bound for Yellowknife, the left engine lost power and was shut down. When the crew applied more power to the remaining engine it began to run rough. The crew declared an emergency and said they were returning to Hay River, but were forced to land about 4 miles from the airfield. The aircraft was substantially damaged but the crew were unharmed.						
7 May	Air Inuit	De Havilland Viking	Encampment near Kuujuarapik, Canada	0	2	TO
One of the aircraft's skis caught in the snow during the take-off roll at a remote camp site 31nm north northeast of Kuujuarapik, Quebec, and the nose wheel was torn off. The aircraft veered off the prepared strip into deeper snow before coming to rest. The aircraft also sustained substantial damage to its left wing, engine and propeller. The accident happened in daylight (14:30 local time) VMC. The intended flight was a return to Kuujuarapik.						
8 May	Biman Bangladesh	DHC Dash 8 Q400 (S2-AGQ)	Yangon Mingaladon airport, Myanmar	1/10	4/31	L
Inbound from Dhaka, Bangladesh, the aircraft landed on runway 21 at Yangon and ran off the side. The landing took place at about sunset in heavy rain, reduced visibility and high winds caused by thunderstorm activity close to the airport. At this stage it is not clear whether the weather caused the problem with the landing. The aircraft was damaged beyond repair, with the fuselage broken in two places, a wing collapsed and the main gear smashed.						
10 May	Jazz	DHC Dash 8-300 (C-FJXZ)	Toronto Pearson airport, Canada	1/3	5/54	G
The aircraft, operated for Air Canada Express by Jazz Aviation, took off from Pearson just after 23:00 local time, but elected to return because visibility at its destination airport (Sudbury) was below limits. The Dash 8 landed just before 01:30 local time, and as the aircraft was taxiing to its stand in the dark and poor visibility it collided with a fuel truck, causing damage to the truck and the left side of the cockpit. The impact caused the aircraft to swing around, and the left propeller and left rear cargo door were also both damaged. There were four injuries on the aircraft and one in the truck.						
15 May	Air Peace	Boeing 737-300 (5N-BUK)	Murtala Muhammad airport, Lagos, Nigeria	0/0	??	L
Inbound from Port Harcourt at night, the crew were warned by ATC that wind shear was likely. The aircraft touched down hard, right wing low, on runway 18R and its right engine struck the ground. The preliminary report states that the co-pilot called for a go-around but the captain overruled him. The landing was completed safely and the aircraft taxied to the gate for normal passenger disembarkation. The accident happened in daylight (18:33 local time). The engine had suffered damage, and the main landing gear oleo struts collapsed. The aircraft was withdrawn from service, but the authorities were not advised of the event until a passenger told them about it three weeks later. The investigation continues.						
30 May	Venezolana	Boeing 737-200 (YV502T)	Piarco airport, Port of Spain, Trinidad & Tobago	0/0	5/79	C
The No 1 engine reportedly suffered an uncontained failure during the climb after take-off from Piarco International airport, Port of Spain, Trinidad & Tobago. The aircraft returned and landed safely. The accident happened in daylight VMC.						
15 Jun	United Airlines	Boeing 757-200 (N26123)	Newark Liberty airport, NJ, USA	0/0	166	L
Inbound from Denver, the aircraft landed heavily on runway 22L at about 13:00 local time, bounced twice, and many of the tyres burst. It then swerved partially off the runway to the left before coming to a halt. No-one was injured. There was significant damage to the undercarriage, particularly the nose gear, which appears to have been pushed upward into the fuselage slightly. There was a moderate wind more or less down the runway, and the visibility was more than 5nm.						
15 Jun	MAP Linhas Aereas	ATR 42-300 (PR-MPN)	Eduardo Gomes airport, Manaus, Brazil	0/0	4/34	L
The aircraft reportedly developed a "technical problem" shortly after take-off from Manaus. The pilot elected to return and the aircraft landed on runway 11 with its undercarriage retracted. The accident happened in daylight (12:08 local time) on a flight scheduled to Caruaru, Brazil						
18 Jun	Porter Airlines	DHC Dash 8 Q400 (C-GLQB)	Hamilton, Ontario, Canada	0/0	4/59	L
The aircraft was en route from Montreal to Billy Bishop Toronto City airport when the flightcrew reported hydraulic problems, declared an emergency and diverted to Hamilton, where they landed on runway 30. During the landing roll all the aircraft's main landing gear tyres blew, and the aircraft came to a halt on the runway, according to the TSB.						
21 Jun	North Star Air	Turbine DC-3 (Basler) (C-FKGL)	Eabamet Lake, Ontario, Canada	0	2	ER
The aircraft developed engine problems during a ferry flight and the crew elected to ditch in Eabamet Lake. The aircraft came to rest partially submerged, but the crew escaped.						
22 Jun	Air Peace	Boeing 737-500 (5N-BRN)	Port Harcourt airport, Nigeria	0/0	6/94	L
The aircraft, having carried out an ILS approach to runway 21 in rain on a flight from Abuja, touched down partially off the runway 1,260m beyond the threshold, according to the investigator's initial report. It came to rest in mud completely off the runway to the left at a position about 1,600m from the runway threshold.						
1 Jul	Spice Jet	Boeing 737-800 (VT-SYK)	Mumbai airport, India	0/0	??	L
Inbound from Jaipur, the aircraft overran runway 27 at Mumbai and suffered nose wheel failure and engine cowling damage.						
8 Jul	Grant Aviation	Cessna Caravan (N9448B)	Bethel airport, Alaska, USA	0/0	1/5	L
Inbound from Newtok, the pilot was intent on carrying out a visual approach to runway 12, and intentionally flew slightly high in the pattern because the visibility was poor and there was high ground in the vicinity. This resulted in a steep, full-flap approach, and when the aircraft floated on the flare the pilot initiated a go-around because there was insufficient runway ahead to land. When the pilot announced the go-around, the controller instructed him to turn left immediately, but when he did so the right wing stalled and the aircraft hit the ground, coming to rest on its side. Seeing fire starting the pilot helped the passengers to escape through the left cargo door, which they did before fire engulfed the aircraft.						

Date	Carrier	Aircraft type/registration	Location	Injuries (crew/pax)	Total occupants (crew/pax)	Phase
20 Jul	Pakistan International Airlines	ATR 42-500 (AP-BHP)	Gilgit airport, Pakistan	0/0	??	L
The aircraft ran off the side of runway 25 and came to rest with right wing low and damage to the No 2 propeller.						
23 Jul	Air Peace	Boeing 737-300 (5N-BQO)	Lagos international airport, Nigeria	0/0	6/133	L
Inbound from Port Harcourt in daylight with heavy rain, the aircraft was first cleared to land on runway 18L, but the clearance was altered to 18R because it had better visibility. The captain has stated to the investigator that she took control from the co-pilot when the 50ft and 30ft radio altitude callouts were made because the aircraft was not lined up with the centreline. She added that visibility was momentarily degraded during touchdown. During the landing run the nose wheels broke off, the surface suffered serious damage as a result, and the aircraft came to a halt on the runway. Initial safety recommendations by the investigators remind pilots of the need to adhere strictly to the go-around SOP if the approach is destabilised below 1,000ft.						
27 Jul	Sierra West Airlines	Swearingen Metro III (N681TR)	El Paso airport, Texas, USA	0	3	L
After take-off for a base training flight the gear failed to retract and there was a hydraulic system alert. On landing, the left main gear leg collapsed and the aircraft swerved left off the runway, sustaining substantial damage.						
1 Aug	Everts Air Cargo	Douglas DC-6 (N451CE)	Near Candle airport, Alaska, USA	0	0	L
The aircraft hit a berm with its landing gear on final approach and suffered major damage.						
6 Aug	Tropical Air	Cessna Caravan (5H-NOW)	Mafia airport, Tanzania	0/6	1/8	TO
The aircraft crashed during take-off for a reason that is not yet clear. It caught fire and was destroyed, but the passengers and crew managed to escape in time.						
15 Aug	Ural Airlines	Airbus A321 (VQ-BOZ)	Near Moscow Zhukovsky airport, Russia	0/0	8/226	C
The aircraft suffered a heavy bird strike very soon after take-off from runway 12 and lost power on both engines. The crew carried out a gear-up forced landing more or less straight ahead in a flat cornfield. All the passengers were safely evacuated, although some needed first aid treatment, according to reports. There was no fuel spillage nor fire, but fire and rescue teams damped down the engines when they arrived. Buses were dispatched to carry the passengers and crew back to the airport. The flight was designated U6178 from Moscow to Simferopol in Crimea, Ukraine.						
16 Aug	Safarilink	DHC Dash 8-200 (5Y-SLM)	Kichwa Tembo airfield, Kenya	0/0	2/?	L
Inbound from Nairobi Wilson airport, the aircraft hit several wildebeest on the runway when landing, causing the left main gear leg to collapse. The left engine and propeller were damaged, but none of the aircraft's occupants were hurt.						
18 Aug	Delta Air Lines	Boeing 757-200 (N543US)	Ponta Delgada airport, Azores	0/0	??	L
A particularly hard landing on runway 12 caused fuselage distortion.						
18 Aug	Mokulele Airlines	Cessna Caravan (N879MA)	Kapalua airport, Hawaii, USA	0/0	2/8	L
Inbound from Honolulu, the aircraft overran the end of runway 02 and continued down a slope into undergrowth. Both pilots admit the aircraft was fast on the approach and made a late touchdown on the runway, which is short at about 914m. They reported that selecting the power lever to ground idle did not appear to put the propeller into the high-drag beta range, and selecting reverse thrust failed to work.						
22 Aug	Smartwings	Boeing 737-800 (OK-TVO)	Over Aegean Sea	0/0	?/170?	ER
The aircraft, en route from Samos to Prague, was in the cruise at 36,000ft when the crew reported that the No 1 engine shut down. An initial report by the Czech investigator says the crew attempted relight but it did not work. The crew obtained clearance for the aircraft to drift down to 24,000ft but did not declare an emergency nor describe the problem. They then continued the cruise to their destination, which took 2h 20min, passing close to potential diversion airports at Sofia, Belgrade, Zagreb, Budapest and Vienna. Eventually the crew declared a pan emergency once they were within the Prague FIR. Investigators found a fuel pump failure and obstruction of a fuel filter, but the investigation continues.						
25 Aug	International Air Response	Lockheed C-130A Hercules (N119TG)	Near Santa Maria, California, USA	0/0	2/5	ER
Just as the 60-year-old aircraft was approaching cruising level on a ferry flight to its Phoenix base for C-check maintenance, there was a loud bang and the engine torque readings began to fluctuate. Hydraulic mist and smoke appeared in the freight bay, and there were anomalous readings relating to several systems, including fire warnings. The crew turned off the engine bleeds and passengers donned oxygen masks. Because hydraulic pressure was fluctuating the crew lowered the gear while they still could. They obtained three green lights for the gear lock-down, but the right gear had taken a long time to lower. The crew declared an emergency and diverted to Santa Barbara, asking for vectors. Feathering the No 4 propeller stopped a tendency for the aircraft to fluctuate in yaw. The final approach was made flapless, and on touchdown the aircraft yawed to the right and exited the runway. To stop it continuing towards the main terminal parking area the captain ground-looped the aircraft. The emergency services had to extinguish a fire, but all the occupants escaped unharmed. Subsequent investigation identified a failure in the No 3 engine bleed air duct as the cause of the multiple failures and alerts, because hot air had affected nearby electrical looms and hydraulic lines.						
16 Sep	TwoFlex	Cessna Caravan (PT-MHC)	Manaus, Brazil	0/0	2/8	TO
The aircraft came down in scrub immediately after a daytime take-off, but no-one was hurt. There was thunderstorm activity close by.						
30 Sep	Mocambique Expresso	Embraer ERJ-145 (C9-MEH)	Maputo, Mozambique	0/0	4/25	L
Directional control was lost during the landing roll on runway 05 at Maputo, Mozambique, and the aircraft ran off the left side of the runway into scrub. The accident happened in daylight (16:50 local time) VMC; wind 130°/15kt, gusting to 25kt, and good visibility. The aircraft was operating a scheduled service (TM165) from Nacala, Mozambique.						
11 Oct	Silverstone Air Services	Fokker 50 (5Y-IZO)	Nairobi Wilson airport, Kenya	0/2	5/50	TO
The aircraft, on a scheduled flight to Mombasa, veered off runway 14, aborted take-off and came to rest about 300m beyond the end of the runway. It was deemed to be beyond repair. Following another incident shortly after, the Kenyan aviation authority carried out a safety audit on the carrier and temporarily suspended operation of Silverstone's fleet of six DHC Dash 8s. Its four Fokker 50s are still operating.						
18 Oct	Atlantic Air Cargo	Douglas DC-3 (N437GB)	Near Nassau International airport	0	2	RA
Inbound from Miami Opa Locka airport, the aircraft ditched in the sea about 2nm from the airport while on final approach. The aircraft sank but the crew escaped uninjured.						
27 Oct	Abeer Air Services	Let L-410 (YI-BYO)	Over South Sudan	0	4	ER
The aircraft was substantially damaged in an apparent forced landing in the bush some 6.5nm south of Bor, South Sudan. The aircraft was en route from Walgak to Juba, South Sudan, but because of bad weather at Juba, the crew elected to divert to Bor, about 80nm north of Juba. However, on arrival at Bor, the flight encountered heavy thunderstorms and was unable to land at the airport. The accident happened in daylight. It force-landed in rain among bushes and tall grass, suffering irreparable damage.						
5 Nov	Air Peace	Boeing 737-500 (5N-BUJ)	En route near Lagos, Nigeria	0/0	6/90	ER
The aircraft suffered engine failure en route from Lagos to Owerri and returned to Lagos. Nigerian investigators are taking a particular interest in this event because it is one of several serious mishaps involving the airline in 2019.						
11 Nov	American Eagle	Embraer ERJ-145LR (N619AE)	Chicago O'Hare Int'l airport, Illinois	0/0	3/38	L
Inbound from Greenborough, North Carolina, the aircraft made an approach to runway 10L with a fairly strong crosswind from the left. After landing, the aircraft swung left off the runway.						
21 Nov	Turkish Airlines	Boeing 737-800 (TC-JGZ)	Odessa International airport, Ukraine	0/0	134	L
Inbound from Istanbul, the aircraft ran off the runway's left-hand side in strong, gusting crosswinds from the east. The aircraft came to rest with its nose wheel collapsed and only its right main gear on the runway. The passengers were evacuated by emergency slides.						
21 Nov	Philippine Airlines	Boeing 777-300ER (RP-C7775)	Near Los Angeles International airport, USA	0/0	18/342	C
Soon after take-off for Manila, the Philippines, the aircraft suffered repeated dramatic surging in its No 2 GE Aviation GE90 engine, which spewed flame with each surge. The crew declared a mayday, shut the engine down and landed back at Los Angeles on runway 25L. Take-off had been from 25R.						
3 Dec	North Star Air	Basler BT-67 Turbo DC-3 (C-FKAL)	Sachigo Lake airport, Ontario, Canada	0	2	RA
The aircraft collided with trees and crashed among scrub while on approach to runway 10 at Sachigo Lake, Ontario. The point of impact was about 500m southwest of the airport. The accident happened in daylight (09:10 local time). The aircraft was operating a flight from Red Lake, Ontario.						
10 Dec	ASKY Airlines	DHC Dash 8-200 (ET-AQC)	Juba, South Sudan	0/0	5/16	TO
Directional control was lost during take-off from runway 31 at Juba. The aircraft ran off the side of the runway onto soft ground and came to rest with its left main undercarriage collapsed. The accident happened in daylight but in "poor" weather, with reports of strong, gusting winds and heavy rain. The runway was very wet and may have been contaminated by standing water. The aircraft was operating a service (ET357) to Addis Ababa, Ethiopia.						
28 Dec	Air Fast Congo	Let L-410 (9S-GDX)	Kamina airport, DR Congo	0/0	2/16	L
The aircraft ran off the side of the runway 25 and came to rest with the left wingtip resting on the ground, the nose gear collapsed and the left main gear stuck in soft ground.						