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There were no survivors of the Sriwijaya Air 737 crash in January

#### Fatal accidents:

### Scheduled passenger flights

**Date:** 9 Jan ● **Carrier:** Sriwijaya Air ● **Aircraft type/registration:** Boeing 737-500 (PK-CLC) ● **Location:** In sea off northern Java coast, Indonesia  
**Fatalities (crew/pax):** 6/56 ● **Total occupants (crew/pax):** 6/56 ● **Phase:** C

The aircraft took off normally at 14:35 local time from Jakarta International airport's runway 25R for a domestic flight to Pontianak, and began a wide right turn onto a north-westerly heading, initially cleared for unrestricted climb to 29,000ft, but later restricted to 11,000ft to avoid traffic. It was raining, overcast at 1,800ft, and there were cumulonimbus clouds in the vicinity. According to Indonesian accident investigation agency KNKT, just after the aircraft climbed through about 8,000ft the left power lever began slowly to retard and the engine N1 rpm to reduce, but this appears to have gone unnoticed by the crew. The right engine rpm and power lever remained where they were set. Shortly after that the crew requested a turn onto heading 075° to avoid weather, which was

cleared, and a moment later the controller advised a temporary climb restriction to avoid traffic. Just over 5min after take-off the aircraft began an uncommanded turn left, and as it was climbing through 10,600ft the autopilot disconnected. The heading was 016°, pitch just above 4° nose up when the aircraft suddenly rolled left to a 45° bank. The left thrust lever was continuing to retard, the right lever still in the position the crew had set. The autothrust then disconnected and, with the nose pitched about 10° down, the aircraft entered a high-speed descent to impact with the sea. In the days before the accident, the autothrottle had twice been reported unserviceable, but the faults were written up as having been rectified with all deferred defects cleared.

#### Fatal accidents:

### Non-scheduled flights

**Date:** 2 Mar ● **Carrier:** South Sudan Supreme Airlines ● **Aircraft type/registration:** Let L-410UVP (HK-4274\*) ● **Location:** Near Pieri, South Sudan  
**Fatalities (crew/pax):** 2/8 ● **Total occupants (crew/pax):** 2/8 ● **Phase:** C

The South Sudanese authorities report that one of the engines failed during the climb away from the departure airstrip at Pieri, then the other failed as the crew turned back to attempt a landing there.

\*The registration HK-4274 is believed to have been counterfeit, as Colombian authorities had withdrawn it from use after the helicopter it originally identified was disposed of.

**Date:** 20 Mar ● **Carrier:** Aeronav Air Services ● **Aircraft type/registration:** Cessna 208B Caravan (5Y-JKN) ● **Location:** Near Marsabit, northern Kenya ● **Fatalities (crew/pax):** 2/0 ● **Total occupants (crew/pax):** 2/0 ● **Phase:** AA

The aircraft was chartered to carry out a flight from Marsabit to Nairobi, and set out on its positioning flight to Marsabit from Nairobi Wilson

airport. It crashed into high ground in cloud at about the time it was due to start its descent.

#### Fatal accidents:

### Non-passenger flights

**Date:** 16 Jun ● **Carrier:** Kin Avia ● **Aircraft type/registration:** Let L-410 (9S-GRJ) ● **Location:** Near Bukavu-Kavumu airport, Democratic Republic of Congo ● **Fatalities (crew/pax):** 2/1 ● **Total occupants (crew/pax):** 2/1 ● **Phase:** TO

Taking off for a short cargo flight (about 100nm/185km) to Shabunda with 1.6t of freight on board, the aircraft got airborne but came down about 3min later and hit the ground hard close to the airport. Both pilots and the one additional person on board were killed. The nature of the

structural damage suggests an attitude at impact that was more or less flat, with little or no nose-up or nose-down pitch, and a low airspeed. The cargo consisted of sheet metal. According to Cirium fleets data the aircraft was first in service with the old Aeroflot in 1987.