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Kamchatka An-26 was destroyed when it flew into a sea cliff near Palana, Russia

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:** Cruise

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 northwesterly 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 from 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 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° nose 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:** Cruise

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

*The reported aircraft 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 ● **Total occupants (crew/pax):** 2 ● **Phase:** Airfield approach/early descent

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.

Date: 13 Nov ● **Carrier:** Island Airways ● **Aircraft type/registration:** Britten-Norman BN-2 Islander (N866JA) ● **Location:** Near Welke airport, Beaver Island, Michigan, USA ● **Fatalities (crew/pax):** 1/3 ● **Total occupants (crew/pax):** 1/4 ● **Phase:** Landing

The chartered flight was a 30nm (55km) trip to Welke airport on Beaver Island in Lake Michigan. The aircraft had taken off from Charlevoix municipal airport, which is close to the northern end of the Michigan peninsula. The pilot was faced with a low cloudbase, snow and a gusting wind. During a straight-in approach to runway 35 the

aircraft crashed about 100m (328ft) short of the runway threshold and some 40m to the right of the runway extended centreline. The accident happened in daylight (13:49 local time), with wind 320°/11kt (20km/h) gusting 20kt, visibility 17km, scattered cloud at 2,000ft and temperature 4°C (39°F).

Fatal accidents:

Regional and commuter flights

Date: 6 Jul ● **Carrier:** Kamchatka Aviation Enterprise ● **Aircraft type/registration:** Antonov An-26 (RA-26085) ● **Location:** Near Palana airport, Kamchatka, Russia ● **Fatalities (crew/pax):** 6/22 ● **Total occupants (crew/pax):** 6/22 ● **Phase:** Airfield approach/early descent

The aircraft was destroyed when it flew into the top of a high sea cliff on final approach to runway 12 at Palana, Kamchatka Krai, Russia. The accident site is about 3.6km northwest of the airfield. Last contact with the flight, which was apparently routine, was when it was about 5nm (9km) from Palana, commencing its approach. The airfield elevation is

34m (111ft). The cliff and the slope behind it rise to 261m. The accident happened in daylight (15:00 local time); weather, strong south/south-westerly wind, visibility 10km but with localised fog patches and cloud, broken at 1,000ft and overcast at 2,400ft. The aircraft was operating a flight from Petropavlovsk-Kamchatsky.

Date: 12 Sep ● **Carrier:** Siberian Light Aviation ● **Aircraft type/registration:** Let L-410 (RA-67042) ● **Location:** Near Kazachinskoye airport, Russia ● **Fatalities (crew/pax):** 1/3 ● **Total occupants (crew/pax):** 2/14 ● **Phase:** Runway approach

Inbound from Irkutsk, the aircraft was carrying out its second attempt at a night approach to its destination airport in fog. It hit trees about 2.5nm

(4.6km) short of the runway threshold and crashed. The scheduled domestic flight was being operated by Aeroservice.

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:** Take-off

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.

Date: 8 Jul ● **Carrier:** Aliansa Colombia ● **Aircraft type/registration:** Douglas DC-3 (HK-2820) ● **Location:** Villavicencio, Colombia ● **Fatalities:** 3 ● **Total occupants:** 3 ● **Phase:** En route

The aircraft had taken off from Villavicencio La Vanguardia airport for a training flight and crashed among mountains.

Date: 15 Sep ● **Carrier:** Rimbun Air ● **Aircraft type/registration:** Viking Air Twin Otter (PK-OTW) ● **Location:** Near Bilogai/Sugapa airport, Indonesia ● **Fatalities:** 3 ● **Total occupants:** 3 ● **Phase:** Airfield approach/early descent

Inbound from Nabire, the cargo flight hit high ground close to its destination airport at Bilogai/Sugapa.

Date: 5 Oct ● **Carrier:** Sierra West Airlines ● **Aircraft type/registration:** Dassault Falcon 20 (N283SA) ● **Location:** Thomson County airport, Georgia, USA ● **Fatalities:** 2 ● **Total occupants:** 2 ● **Phase:** Runway approach

Inbound from Lubbock, Texas, carrying out a cargo flight, the 54-year-old Dassault Falcon jet hit trees and then the ground on final approach to runway 10 at Thomson County airport in the pre-dawn darkness at 05:44 local time. The crew had requested an ILS approach to the runway, which had been "Notammed" as out of service that day, but were cleared for a localiser-only approach. Surveillance video at the airport shows that the Falcon's landing lights were steady on the approach for more than a minute, but just before they disappeared

the aircraft turned slightly right, then left, and the descent rate increased. The last ADS-B data received from the aircraft (at about 1.1nm/2km from the runway threshold) showed its ground speed at 133kt (246km/h) and rate of descent 1,600ft/min. The US National Transportation Safety Board found the flap selector had been deployed to full flap and the landing gear lever selected down. The aircraft was not required to be fitted with a flight-data recorder, but it had a cockpit voice recorder.

Date: 25 Oct ● **Carrier:** Smart Cakrawala Aviation ● **Aircraft type/registration:** Cessna Caravan (PK-SNN) ● **Location:** Ilaga airport, Papua, Indonesia ● **Fatalities:** 1 ● **Total occupants:** 2 ● **Phase:** Landing

Inbound on a domestic cargo flight from Tembagapura airport, the Cessna Caravan crashed when landing in fog on the runway. One of the

pilots was killed and the other was badly injured, and the aircraft was written off as unrepairable.

Date: 2 Nov ● **Carrier:** Optimum Aviation ● **Aircraft type/registration:** Antonov An-26 (TR-NGT) ● **Location:** Near Juba airport, South Sudan ● **Fatalities:** 5 ● **Total occupants:** 5 ● **Phase:** Cruise

The Antonov An-26 had taken off from Juba airport on a flight carrying fuel drums to Maban airstrip about 400nm (740km) to the northeast of

the country, in South Sudan's Upper Nile state. But it crashed soon after take-off, killing the five occupants.

Date: 10 Dec ● **Carrier:** Castle Aviation ● **Aircraft type/registration:** Swearingen Merlin IV (N54GP) ● **Location:** Near Manchester-Boston airport, USA ● **Fatalities:** 1 ● **Total occupants:** 1 ● **Phase:** Runway approach

The aircraft, which was carrying out a cargo flight, was on a night approach to runway 06 at its destination airport Manchester-Boston when it crashed into a river bank about 600m (1,970ft) short of the

runway threshold. The weather and visibility was good. Unconfirmed early reports suggest that the pilot had reported engine problems on the approach.

Date: 21 Dec ● **Carrier:** Martinaire ● **Aircraft type/registration:** Cessna Caravan (N1116N) ● **Location:** Near Fulshear, Texas, USA ● **Fatalities:** 1 ● **Total occupants:** 1 ● **Phase:** En route

On a cargo flight from Houston Intercontinental to Victoria Regional airport in Texas, the aircraft was cruising at 4,800ft when it collided

with a powered paraglider. The pilot of the paraglider was killed, as was the Caravan pilot.

Date: 23 Dec ● **Carrier:** Malu Aviation ● **Aircraft type/registration:** Short 360-300 (9S-GPS) ● **Location:** Near Keisha, Democratic Republic of Congo ● **Fatalities:** 5 ● **Total occupants:** 5 ● **Phase:** Airfield approach/early descent

The domestic freight flight took off from Goma, near the Democratic Republic of Congo's border with Rwanda, heading southwest toward its destination at Shabunda, about 150nm (277km) away. Reports suggest that the weather at the destination was very poor, and during

an attempt at approach the aircraft crashed, killing all on board. Some local press reports suggest that the crew had abandoned the approach because of the weather and were attempting a return to Goma when the crash occurred.

Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 4 Jan ● **Carrier:** Southern Airways Express ● **Aircraft type/registration:** Cessna 208B Caravan (N887MA) ● **Location:** Near Pittsburgh, USA
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 2/5 ● **Phase:** En route

The Cessna Caravan's belly luggage pod came open in flight. Contents or structure then struck and damaged the aircraft's flaps and horizontal stabiliser. The pilot was able to maintain control of the aircraft and

landed safely. The accident happened in darkness (06:02 local time). The aircraft was operating a scheduled flight (FDY227) from Dubois, Pennsylvania to Pittsburgh.

Date: 16 Jan ● **Carrier:** Green Flag Aviation ● **Aircraft type/registration:** Antonov An-74 (ST-GFF) ● **Location:** Kidal airport, Mali
Injuries (crew/pax): 0 ● **Total occupants (crew/pax):** ? ● **Phase:** Landing

Chartered by the UN, the aircraft overran the runway and suffered extensive damage.

Date: 19 Jan ● **Carrier:** West Atlantic ● **Aircraft type/registration:** Boeing 737-400F (G-JMCY) ● **Location:** Exeter airport, UK
Injuries (crew/pax): 0 ● **Total occupants (crew/pax):** 2 ● **Phase:** Landing

Inbound on a domestic cargo flight from East Midlands airport, the aircraft landed so heavily on runway 26 that skin wrinkling in the fuse-

lage just aft of the overwing exits was visible after the incident, and the aircraft was written off.

Date: 26 Jan ● **Carrier:** Pegasus Airlines ● **Aircraft type/registration:** Airbus A320 (TC-NBH) ● **Location:** Basel Mulhouse airport, Switzerland
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

The aircraft, which was inbound from Istanbul on a scheduled passenger flight, developed a nosewheel fault that compelled the crew to land

with the nosewheel locked at 90° to the direction of landing. Damage to the aircraft was slight.

Date: 1 Feb ● **Carrier:** Nippon Cargo Airlines ● **Aircraft type/registration:** Boeing 747-8F (JA13KZ) ● **Location:** Tokyo Narita airport, Japan
Injuries (crew/pax): 0 ● **Total occupants (crew/pax):** 2 ● **Phase:** Landing

Inbound from Hong Kong Chek Lap Kok airport on a rainy night, the Boeing 747-8F suffered a significant tailstrike while carrying out a go-around from its first attempt at landing on runway 16R. It landed

safely on the second attempt, but the damage to the aircraft was subsequently found to be significant. Windshear is believed to have been a contributory factor.

Date: 10 Feb ● **Carrier:** Delta Air Lines ● **Aircraft type/registration:** Boeing 717 (N998AT) ● **Location:** Pittsburgh International airport, USA
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 5/72 ● **Phase:** On ground

While taxiing in snowy conditions, the pilots lost directional control as the aircraft was turning left from taxiway F towards runway 10R. The Boeing 717 subsequently ran part-way off the right side of the taxiway and its nose wheel continued a short distance down an embankment.

The accident happened in darkness (18:29 local time) and during reduced visibility conditions in snow. The aircraft, which had been operating a flight to Atlanta, Georgia, was found to have suffered minor damage.

Date: 13 Feb ● **Carrier:** DHL Air (UK) ● **Aircraft type/registration:** Boeing 757F (G-DHKZ) ● **Location:** Near Leipzig, Germany
Injuries (crew/pax): 0 ● **Total occupants (crew/pax):** 2 ● **Phase:** Cruise

After taking off from Leipzig for Frankfurt at about 05:30 local time, the crew were warned during the climb that the forward cargo door

was open. They elected to return to Leipzig and landed safely on runway 08L.

Date: 14 Feb ● **Carrier:** Manta Air ● **Aircraft type/registration:** Viking Air Twin Otter floatplane (8Q-RAE) ● **Location:** Velana International airport (water), Male, Maldives Islands ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 3/6 ● **Phase:** Landing

The Twin Otter floatplane, inbound from one of the Maldives' many resorts, overturned on its water landing. All the people on board were

able to escape the aircraft safely and were rescued. The aircraft suffered major damage.

Date: 16 Feb ● **Carrier:** Azman Air ● **Aircraft type/registration:** Boeing 737-500 (5N-SYS) ● **Location:** Lagos International airport, Nigeria
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

All four tyres on the aircraft's left main undercarriage failed during the landing on runway 18R at Murtala Muhammed International airport, with debris apparently being ingested into the No 1 engine, but the

aircraft came to a halt safely. It was daylight (17:58 local time) with rain and a gusting crosswind from the left. The aircraft was operating a scheduled flight from Abuja.

Date: 20 Feb ● **Carrier:** United Airlines ● **Aircraft type/registration:** Boeing 777-200 (N722UA) ● **Location:** Near Denver International airport, USA
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 10/231 ● **Phase:** Cruise

The Boeing 777-200's No 2 Pratt & Whitney PW4000 engine suffered a multiple fan blade failure as it was climbing through about 12,500ft at 280kt (518km/h) after take-off from runway 25 at Denver International airport. Following the failure the engine's inlet and fan cowl detached and broke away from the aircraft, falling in the residential district of Broomfield some 30km northeast of the airport. The falling debris damaged the roof of a house and a parked vehicle. A fire broke out in the aft section of the engine and continued to burn until put out by the airport fire service after it returned to Denver and landed safely.

The incident happened in daylight (13:07 local time), and VMC. The aircraft was operating a flight to Honolulu, Hawaii. Further investigation identified multiple fatigue fracture origins on the interior surface of a cavity within one blade, and a second blade had also failed but in overload. When the blade failed, the engine had been in service for 2,979 flight cycles since its previous inspection. It had undergone thermal acoustic image inspections in 2014 and 2016, and the 2016 data had been re-examined in 2018 following a similar in-flight failure that year of another PW4000.

Date: 26 Feb ● **Carrier:** LAM Mozambique Airlines ● **Aircraft type/registration:** Boeing 737-700 (C9-BAR) ● **Location:** Quelimane airport, Mozambique ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

Inbound from Maputo, the Boeing 737-700 veered off the left side of runway 18 on landing and came to stop on the grass just past the high-speed turn off at the end of the runway. The accident happened in

daylight (14:40 local time) but during rainy conditions. Runway 18 has an 1,800m (5,900ft)-long asphalt surface which was wet from recent heavy rain.

Date: 6 Mar ● **Carrier:** Batik Air ● **Aircraft type/registration:** Airbus A320 (PK-LUT) ● **Location:** Sultan Thaha airport, Jambi, Indonesia
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 6/117 ● **Phase:** Take-off

When the crew of the Airbus A320 selected the gear up after take-off, a nose landing gear fault caused it to jam facing 90° from the direction

of travel. The crew elected to return to Sultan Thaha airport and land. Damage was slight.



NTSB

Both pilots survived after ditching Transair 737 freighter off Hawaii



NTSB

United 777's No 2 PW4000 engine suffered uncontained failure

Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 11 Mar ● **Carrier:** Transcarga International Airways ● **Aircraft type/registration:** Airbus A300F (YV560T) ● **Location:** Maiquetia, Venezuela
Injuries (crew/pax): 0 ● **Total occupants (crew/pax):** 3 ● **Phase:** Take-off

The crew aborted take-off when the left GE Aviation CF6 engine suffered an uncontained failure. A turbine disc detached and hit

workshop at the airport. The aircraft was originally delivered to Eastern Airlines in 1983 and began operating with Transcarga in 2014.

Date: 12 Mar ● **Carrier:** Grant Aviation ● **Aircraft type/registration:** Cessna 208B Caravan (N407GV) ● **Location:** Chevak airport, Alaska, USA
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 1/3 ● **Phase:** Take-off

The pilot began the take-off run for a scheduled domestic service, but then elected to abandon the attempt because of a combination of an icy

runway surface and crosswind. The aircraft swerved off the runway and rolled onto a wingtip, sustaining considerable damage.

Date: 20 Mar ● **Carrier:** Trigana Air Service ● **Aircraft type/registration:** Boeing 737-400F (PK-YSF) ● **Location:** Jakarta International airport, Indonesia ● **Injuries (crew/pax):** 0 ● **Total occupants (crew/pax):** 4 ● **Phase:** Landing

The aircraft was operating a cargo flight from Halim Perdanakusuma International airport, Jakarta to Sultan Hasanuddin airport, Makassar. Just before lift-off or during the initial climb after take-off, the right engine failed. The crew stopped the climb at 3,000ft and elected to return to Jakarta. The aircraft subsequently landed on runway 24 at Halim airport but touched down hard (1.79g) with some lateral drift, right wheel first. Shortly after touchdown, the right main undercarriage collapsed. Direc-

tional control was lost and the aircraft ground looped off the left side of the runway, coming to rest on the grass beside the runway on its belly. Tyre marks on the runway suggest that the right main wheel may have been shimmying during the short time between touchdown and the failure of the right main undercarriage. The accident happened in daylight (11:26 local time); weather, wind 060°/6kt (11km/h), visibility 3km in haze, cloud, few at 2,000ft and temperature 32°C (90°F).

Date: 16 Apr ● **Carrier:** Lake Clark Air Services ● **Aircraft type/registration:** Beechcraft C99 (N991AK) ● **Location:** Chignik Lagoon airport, Alaska, USA ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 2/9 ● **Phase:** Landing

The aircraft's right main undercarriage struck an obstruction on the runway, failed and collapsed during the landing roll. The occupants escaped unhurt.

Date: 27 Apr ● **Carrier:** ASL Airlines Belgium ● **Aircraft type/registration:** Boeing 737-400SF (OE-IAJ) ● **Location:** Porto airport, Portugal
Injuries (crew/pax): 0 ● **Total occupants (crew/pax):** 2 ● **Phase:** Take-off

The aircraft was cleared for its night take-off from runway 35 while an inspection vehicle was still on the runway close to its far end, but driving south towards the aircraft taking off. At the aircraft's unstick point, Portuguese investigators have established the 737 was about 300m (980ft) laterally from the Follow Me car, which had been cleared

onto the runway some 10min before take-off clearance was passed to the aircraft, and was carrying out its fourth runway inspection of the day. The car driver called the tower to ask about the lights he could see approaching, and was told to clear the runway to the left. The ASL flight was operating for FedEx.

Date: 10 May ● **Carrier:** Uni Air ● **Aircraft type/registration:** ATR 72-600 (B-17010) ● **Location:** Matsu Nangan airport, Taiwan
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 4/70 ● **Phase:** Landing

The aircraft undershot its final approach to runway 21 at Matsu Nangan airport, Nangan Island, Taiwan and its right main undercarriage struck a concrete wall just short of the runway. A go-around was performed and the aircraft returned to Taipei where a safe landing was made some

time later. The incident happened in daylight (10:07 local time), wind 170°/5kt (9km/h), variable between 140° and 210°, visibility 4km in mist and cloud, scattered at 300ft and broken at 2,500ft. The aircraft was operating a flight from Taipei.

Date: 12 May ● **Carrier:** Key Lime Air ● **Aircraft type/registration:** Swearingen Metro II (N280KL) ● **Location:** Denver-Centennial airport, USA
Injuries (crew/pax): 0 ● **Total occupants (crew/pax):** 1 ● **Phase:** Runway approach

The aircraft collided with a Cirrus SR22 (N416DJ) while on final approach to runway 17L at Centennial airport, Denver, Colorado. The collision occurred as the aircraft was descending through 6,400ft above mean sea level (515ft above ground level), on the extended centreline of the runway but about 3nm (5.5km) from its threshold. The SR22 had been cleared for a visual approach to the parallel runway 17R and its pilot had apparently been warned about the other traffic on approach to runway 17L. However, it would seem that the SR22 overshot the turn onto final

approach to runway 17R and collided with the Metro. The centrelines of the two runways are only 200m apart, although their thresholds are displaced. That of runway 17R is about 600m further south than 17L. Although very badly damaged, the Metro's pilot was able to maintain control of the aircraft and landed safely. The pilot of the SR22 used the aircraft's ballistic parachute recovery system to slow its descent and it crashed near Cherry Creek Reservoir, to the north of the airport. All on board both aircraft survived.

Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 20 May ● **Carrier:** Fly Air Africa Aviation ● **Aircraft type/registration:** Antonov An-26 (3X-APL) ● **Location:** Near Bor, South Sudan
Injuries (crew/pax): 20 ● **Total occupants (crew/pax):** ??/?? ● **Phase:** En route

The aircraft's left propeller broke away in flight near Bor, South Sudan, while it was en route from Juba to Paloich. The pilot maintained control

and returned to Juba for a safe landing. The accident happened in daylight (14:30 local time) and in VMC.

Date: 2 Jul ● **Carrier:** Transair ● **Aircraft type/registration:** Boeing 737-200F (N810TA) ● **Location:** Off southern coast of Oahu, Hawaii, USA
Injuries (crew/pax): 2 ● **Total occupants (crew/pax):** 2 ● **Phase:** Cruise

The freighter took off at 01:33 local time from runway 08 at Honolulu International airport. Soon after take-off the crew reported trouble with the left engine, and requested immediate return to the airport because the right engine was "running hot" also. Honolulu air traffic control provided vectors that turned the aircraft right over the sea onto a downwind leg to set the crew up for a landing back on runway 08, but

they reported being unable to maintain height. After only 12min airborne the 46-year-old 737 ditched off the southern coast of Oahu, and the airframe broke up and sank. Both pilots were injured but survived the ditching by clinging to floating wreckage. They were rescued, one by a coastguard helicopter and the other by a rescue launch, and the wreckage subsequently recovered.

Date: 11 Jul ● **Carrier:** Air Tunilik ● **Aircraft type/registration:** Cessna 208 Caravan (C-GUAY) ● **Location:** Rex North Mining Camp, Quebec, Canada
Injuries (crew/pax): 0 ● **Total occupants (crew/pax):** 1 ● **Phase:** Landing

The float-equipped amphibian completed its cargo flight from Puvirnituq to a lake at Rex Camp, but the pilot had left the Cessna Caravan's

wheels down, which caused the aircraft to nose over on landing. The pilot escaped.

Date: 11 Jul ● **Carrier:** Northwestern Air ● **Aircraft type/registration:** DHC Vazair Turbine Otter (C-FLLL) ● **Location:** Near Fort Smith, Northwest Territories, Canada ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 1/4 ● **Phase:** Landing

The float-equipped twin-turbine was operating a charter from Fort Smith airport to a lake some 17nm (31km) to the northeast, but the pilot

had left the wheels down and the aircraft nosed over when landing. The occupants all escaped and were picked up by a boat.

Date: 14 Jul ● **Carrier:** Jags Aviation ● **Aircraft type/registration:** Cessna 208B Caravan (8R-ABK) ● **Location:** Eteringbang airport, Guyana
Injuries (crew/pax): 0 ● **Total occupants (crew/pax):** 1 ● **Phase:** Landing

Inbound from Georgetown International airport, the aircraft veered off the runway on landing and its nose gear collapsed.

Date: 16 Jul ● **Carrier:** Siberian Light Aviation ● **Aircraft type/registration:** Antonov An-28 (RA-28728) ● **Location:** Near Kedrovo, Russia
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 4/15 ● **Phase:** En route

En route from Kedrovo to Tomsk, the crew was compelled to carry out a forced landing around 30nm (55km) southeast of Kedrovo because icing shut down both engines in quick succession. The aircraft turned upside down during the landing run, but all on board survived the

incident. A preliminary report released by Russian accident investigator MAK notes that, before the crew took off from Kedrovo for their final leg to Tomsk, they had been on duty for slightly more than 18h and had completed 10 sectors.

Date: 21 Jul ● **Carrier:** Skyward Express ● **Aircraft type/registration:** De Havilland Canada Dash 8-100 (5Y-GRS) ● **Location:** Burahache airstrip, Somalia ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 4/37 ● **Phase:** Landing

The aircraft took off from Nairobi Wilson airport on a domestic charter flight originally bound for El Wak airfield. However, it landed at Burahache airstrip, which is just over the border in Somalia and

some 11nm (20km) east of the destination airfield. It appears that the left main gear was damaged by the surface of the runway during the landing, and it collapsed.

Date: 27 Jul ● **Carrier:** Abyssinian Flight Services ● **Aircraft type/registration:** Cessna 208B Caravan (ET-AMI) ● **Location:** Kombolcha, Ethiopia
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 2/2 ● **Phase:** En route

The aircraft, operating a domestic charter flight for the UN World Food Programme, was taking aid workers from Jijiga-Wilwal airfield to Dire Dawa Aba Tenna D Yilma airport, both in Ethiopia, but had to carry

out a forced landing near Kombolcha en route. The right main gear collapsed, the right wing separated, and the engine and propeller were damaged when the nose gear failed.

Date: 3 Aug ● **Carrier:** European Air Transport ● **Aircraft type/registration:** Airbus A300-600F (D-AEAE) ● **Location:** Lagos International airport, Nigeria ● **Injuries (crew/pax):** 0 ● **Total occupants (crew/pax):** 2 ● **Phase:** Take-off

A tyre burst during the Airbus A300-600F's take-off at Lagos, causing significant damage to the underside of the aircraft. The crew elected

to continue their cargo flight to Brussels Zaventem airport, where they landed safely.

Date: 13 Sep ● **Carrier:** TUI Airways ● **Aircraft type/registration:** Boeing 737-800 (G-FDZF) ● **Location:** Near Aberdeen airport, Scotland
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 6/67 ● **Phase:** Airfield approach/early descent

The aircraft, inbound from Palma de Majorca, had been cleared by Aberdeen radar for a vectored ILS approach to runway 34 at Aberdeen. As the aircraft was descending through 5,100ft the crew were warned that, because a search and rescue helicopter operation from the airport was imminent, they might be ordered to discontinue the approach and that, if this occurred, they should expect to climb straight ahead to 3,000ft. The crew established the aircraft on the localiser and glideslope at 3,000ft with the gear down and flap 15. A single autopilot and the auto-throttle were engaged. At 2,600ft the radar controller told the aircraft to break off the approach, climb to 3,000ft and turn left heading 270°. The crew selected the take-off/go-around switches on the throttles, which disconnected the autopilot, and selected the gear up. The aircraft had descended to 2,250ft before it began to climb and started a left turn. On

approaching 3,000ft it began to descend again before the criteria were met for the flight director to transition from altitude acquire to altitude hold. The aircraft descended to a minimum altitude of 1,780ft (1,565ft above ground level), after which the crew re-established a climb. The descent rate had peaked at 3,100ft/min as the aircraft passed 2,160ft. During the recovery the airspeed reached 286kt (530km/h), whereas the crew had selected 200kt. As the aircraft passed through 3,000ft the crew re-engaged the autopilot and the flightpath stabilised. The entire event occurred in IMC. The crew continued the left turn until re-established on the runway 34 ILS, and made a safe landing. An interim report from the UK Air Accidents Investigation Branch notes that both crew, particularly the co-pilot, had flown little in the last year because of the pandemic's effect on operations, although both had been provided with simulator time.

Date: 23 Sep ● **Carrier:** Hawaiian Airlines ● **Aircraft type/registration:** Airbus A321neo (N208HA) ● **Location:** Honolulu International airport, Hawaii, USA ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 6/128 ● **Phase:** Landing

Inbound from San Jose International airport, California, the aircraft suffered a tailstrike when landing on runway 04R at Honolulu, sustaining

substantial damage. The crew elected to go around again and returned to land safely about 15min later.

Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 27 Sep ● **Carrier:** United Airlines ● **Aircraft type/registration:** Boeing 757-200 (N12125) ● **Location:** Denver International airport, USA
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 6/166 ● **Phase:** Take-off

The aircraft suffered a tailstrike on take-off from Denver International, but the damage that had been caused to the 757-200 was not noticed

until its arrival at the flight's destination airport, Newark International, New Jersey.

Date: 29 Sep ● **Carrier:** SVG Air ● **Aircraft type/registration:** Britten-Norman BN-2 Islander (J8-VBI) ● **Location:** John Osborne airport, Montserrat
Injuries (crew/pax): 0/2 ● **Total occupants (crew/pax):** 1/6 ● **Phase:** Landing

Inbound from Antigua to Montserrat, the aircraft veered off the runway and hit a bank, injuring two passengers.

Date: 22 Oct ● **Carrier:** Alaska Seaplanes ● **Aircraft type/registration:** Cessna 208B Caravan (N754KP) ● **Location:** Juneau International airport, Alaska, USA ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 1/5 ● **Phase:** Take-off

The aircraft (not a floatplane, despite the carrier name), which was operating a domestic scheduled flight to Skagway municipal airport, Alaska, failed to climb on take-off from Juneau's runway, and the pilot

put it down again on the edge of the runway. The Cessna Caravan was badly damaged in the incident but none of the occupants of the aircraft were hurt.

Date: 29 Oct ● **Carrier:** Reven Global Airtransport ● **Aircraft type/registration:** Cessna 208B Caravan (PK-RVH) ● **Location:** Dagi Baru airstrip, Papua, Indonesia ● **Injuries (crew/pax):** 2 ● **Total occupants (crew/pax):** 2 ● **Phase:** Landing

Following a short cargo flight from Dekai airport to its destination at the sloping hillside runway of Dago Baru airstrip, the aircraft hit a steep upslope just before the runway threshold and then fell down a ravine.

The weather had been reported as good. Both pilots survived the incident with injuries. The accident happened in daylight (10:30 local time), and VMC.

Date: 1 Nov ● **Carrier:** Air Tindi ● **Aircraft type/registration:** Viking Air Twin Otter (C-GNPS) ● **Location:** Near Bluefish Creek, Northwest Territories, Canada ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 2/3 ● **Phase:** En route

During a scheduled passenger flight from Yellowknife to Fort Simpson (both in Northwest Territories), the pilot was forced by loss of power to divert to Fort Providence, but the aircraft had to make a forced landing

near Bluefish Creek. Initial reports from the Transport Safety Board of Canada suggest the aircraft lost power from both engines because of fuel exhaustion.

Date: 6 Nov ● **Carrier:** Ethiopian Airlines ● **Aircraft type/registration:** Airbus A350-900 (ET-AYB) ● **Location:** O.R. Tambo International airport, Johannesburg, South Africa ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

Inbound from Addis Ababa, Ethiopia, the aircraft struck the ground with its right wingtip while attempting a go-around on landing on runway 03R at O.R. Tambo International airport, Johannesburg, South Africa.

The crew returned to land safely about 20 minutes later. The accident happened in daylight (12:57 local time), wind 320°/16kt (30km/h) and good visibility.

Date: 19 Nov ● **Carrier:** Citilink ● **Aircraft type/registration:** ATR 72-600 (PK-GJR) ● **Location:** Ende airport, Nusa Tenggara, Indonesia
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

The aircraft, flying from Halim in east Jakarta, struck an airport perimeter fence about 100m (330ft) short of runway 27 at Ende before landing, according to French investigator BEA, which is following

the probe into the event by Indonesian authorities. After landing the aircraft taxied to the apron. The BEA says no-one was hurt, but it does not have details of any damage.

Date: 2 Dec ● **Carrier:** S7 Airlines ● **Aircraft type/registration:** Airbus A321neo (VQ-BGU) ● **Location:** Magadan, Russia ● **Injuries (crew/pax):** 0/0
Total occupants (crew/pax): 7/202 ● **Phase:** Cruise

According to initial investigations by Rosaviatsia, soon after take-off in freezing conditions from Magadan the aircraft pitched and rolled excessively, and is believed to have exited from Normal control law. The cause is suspected to have been ice on the inboard leading edges of the wings and ridges of ice on the aircraft's nose just ahead of the pitot/static sensors. The aircraft had been parked in falling snow, and it is believed that when the crew turned the windscreens anti-icing on, melted snow ran down the sides of the forward fuselage, forming ice ridges in the

-9°C (16°F) air temperature. These ridges could disturb the airflow over the sensors and result in incorrect airspeed and static pressure readings being fed to the aircraft's air data computers. The aircraft had been de-iced, but incompletely, and more investigation is required to establish all the circumstances surrounding the de-icing exercise. The aircraft was originally bound for Novosibirsk, but when the crew attempted a return to Magadan the aircraft stalled during descent, and they elected to divert to Irkutsk where they landed safely 4h later.



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Ethiopian A350's wingtip struck the ground during go-around attempt