

All on board Yeti Airlines ATR 72-500 were killed when it crashed in January

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Fatal accidents:

## Regional and commuter flights

**Date:** 15 Jan ● **Carrier:** Yeti Airlines ● **Aircraft type/registration:** ATR 72-500 (9N-ANC) ● **Location:** Near Pokhara International airport, Nepal  
**Fatalities (crew/pax):** 4/68 ● **Total occupants (crew/pax):** 4/68 ● **Phase:** Runway approach

Inbound from Kathmandu, the aircraft descended to join a visual downwind leg for runway 12, positioned to turn left onto base leg and final approach. The pilot flying (PF), in the left-hand seat, was being checked out on the Pokhara approach by the pilot monitoring (PM). According to the Nepalese investigator's preliminary report, the crew selected flaps to 15° and gear down, and the PF disengaged the autopilot at about 700ft above ground level (AGL). The PF called for flaps 30, and the PM responded "flaps 30 and descending". According to the flight-data recorder, however, the flaps remained at 15°, but at the same time the propeller RPM and engine torque on both sides decreased dramatically, and the Master Caution alert chimed. The crew began the "Before Landing" checklist just before turning left onto the base leg.

The PF reacted to the decreasing airspeed by advancing the power levers, but there was no reaction. Then the flaps were extended to 30° with no announcement. The aircraft was passing 500ft AGL, and shortly after that the air traffic control tower cleared the aircraft to land. The PF exclaimed that there was no power, and he advanced the power levers to the maximum setting. There was a click sound, and the high-pressure turbine speed on both engines increased, but the PF repeated that there was no power from the engines, and the PM took control. The stick-shaker activated twice, the left wing dropped dramatically, and the aircraft plunged to earth more or less on the runway extended centreline, hitting a river ravine 1nm (2km) short of the threshold. All on board were killed.

Significant non-fatal accidents/incidents:

## All commercial airline categories

**Date:** 1 Jan ● **Carrier:** Flair Airlines ● **Aircraft type/registration:** Boeing 737 Max 8 (C-FLRS) ● **Location:** Kitchener, Ontario, Canada  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 6/148 ● **Phase:** On ground

Preparing to depart from Region of Waterloo International airport, a belt loader driver inadvertently selected a forward gear instead of reverse while attempting to move his vehicle away from the aft cargo hold. The belt loader ran forward into the aircraft, knocking the driver off his seat.

Driverless, it continued under the aircraft, damaging the aft belly skins and proceeding across the ramp until it struck a parked Sunwing Airlines Boeing 737-800 (C-GFEH). The incident happened in darkness (07:00 local time). The Flair aircraft was operating a flight to Cancun, Mexico.

**Date:** 12 Jan ● **Carrier:** Delta Air Lines ● **Aircraft type/registration:** Airbus A330 (N802NW) ● **Location:** Amsterdam Schiphol airport, the Netherlands ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

The aircraft, inbound from Detroit, USA, touched down short of the runway threshold on approach to runway 22 at Schiphol and struck the approach lights, causing minor damage. The landing was completed

safely and the aircraft taxied to the gate for normal passenger disembarkation. The incident happened in daylight (07:53 local time), but with a gusting wind and poor visibility.

**Date:** 16 Jan ● **Carrier:** Kamaka Air ● **Aircraft type/registration:** Cessna Caravan (N236KA) ● **Location:** Kaunakakai airport, Molokai, Hawaii, USA  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 2/0 ● **Phase:** Final approach

The cargo aircraft impacted the ground well short of the runway at Kaunakakai airport and was substantially damaged.

**Date:** 26 Jan ● **Carrier:** SAM Air ● **Aircraft type/registration:** De Havilland Canada Twin Otter (PK-SMS) ● **Location:** Beoga, Papua, Indonesia  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

Inbound from Timika, the crew lost directional control during the landing roll at Beoga, Puncak Regency, Papua, and the aircraft ran off the right

side of the runway sustaining substantial damage. The accident happened in daylight (07:30 local time).

Significant non-fatal accidents/incidents:

## All commercial airline categories

**Date:** 27 Jan ● **Carrier:** Fly Air Africa ● **Aircraft type/registration:** Aircraft Industries L410 (EY-473) ● **Location:** Juba airport, South Sudan  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 2/3 ● **Phase:** Early climb

Despite officially being a cargo flight to Langkien, the aircraft was carrying three passengers. Soon after take-off from runway 31 the aircraft force-landed in scrub about 2nm (3.7km) west of the air-

port, but no-one on board was injured. The aircraft, however, was substantially damaged. The accident happened in daylight, visual meteorological conditions.

**Date:** 9 Feb ● **Carrier:** Allied Air Cargo ● **Aircraft type/registration:** Boeing 737-400SF (5N-OTT) ● **Location:** Brazzaville, Congo  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 3/0 ● **Phase:** Landing

Inbound from Libreville, Gabon at night, a tyre on the aircraft's left main undercarriage reportedly failed during landing at Maya-Maya International-

airport, Brazzaville. Both wheels and the axle on the left main gear leg separated. The aircraft was brought to a safe stop on the runway.

**Date:** 16 Feb ● **Carrier:** Aeromas ● **Aircraft type/registration:** Cessna Caravan (CX-MAX) ● **Location:** Near Berisso, Argentina  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 2/0 ● **Phase:** En route

En route at night across the River Plate estuary from Montevideo, Uruguay to Buenos Aires airport, the Cessna Caravan's engine lost power. The crew attempted to locate La Plata airport, which was close to the Argentinian coast not far to the left of their planned track,

but they could not see it in the dark and instead attempted a forced landing on a well-lit road. During the landing the wings struck trees and telegraph poles. The crew escaped the aircraft, which was then destroyed by fire.

**Date:** 19 Feb ● **Carrier:** Eurowings Discover ● **Aircraft type/registration:** Airbus A330 (D-AXGB) ● **Location:** Windhoek, Namibia  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 11/263 ● **Phase:** Landing

Inbound from Frankfurt, Germany, the aircraft sustained substantial damage in a hard landing on runway 26 at Windhoek International airport. The accident happened in daylight and good visibility. The preliminary investigation reported that, following a stabilised approach,

the landing flare was initiated late and the aircraft touched down hard. There were no injuries among the occupants of the aircraft. The landing was performed by the co-pilot on his first flight on the A330 following initial type rating. Airfield elevation is 5,640ft.

**Date:** 20 Feb ● **Carrier:** American Airlines ● **Aircraft type/registration:** Boeing 787-9 (N839AA) ● **Location:** Dallas/Fort Worth airport, Texas, USA  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** En route

The aircraft, inbound from Tokyo Narita, Japan, suffered a lightning strike to the top of its fuselage at some point on the journey. There was visible

heat damage covering an area about 0.5m x 0.2m. The 787 landed safely and the passengers disembarked normally at the gate.

**Date:** 20 Feb ● **Carrier:** Skylink Express ● **Aircraft type/registration:** Beech 1900 (C-FJXO) ● **Location:** Winnipeg airport, Manitoba, Canada  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Final approach

The aircraft was inbound from Regina, but when the undercarriage was selected down on approach to runway 36 at Winnipeg the nose-gear did not extend. The crew put the aircraft into a hold while they attempted to troubleshoot the problem. Without success, they declared an emergency. The aircraft returned and landed with its nose-gear retracted. There was damage to the nose of the aircraft and its left

propeller. The accident happened in darkness (20:33 local time). During subsequent gear retraction tests it was noted that the nose-gear nitrogen charge had decreased such that the oleo piston collapsed once the gear was retracted into the nose-wheel well. In the collapsed position, the nose-gear will not extend to the down-locked position because of interference with the nose-gear compartment structure.

**Date:** 22 Feb ● **Carrier:** Thai Smile ● **Aircraft type/registration:** Airbus A320 (HS-TXG) ● **Location:** Phuket airport, Thailand  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

The Airbus A320 reportedly suffered an engine failure and subsequently made a hard, bounced landing and tail-strike on runway

09 at Phuket in daylight and good weather. It was operating a flight from Bangkok.

**Date:** 3 Mar ● **Carrier:** SLJ Aeronautica Congo ● **Aircraft type/registration:** Embraer ERJ-135 (D2-FIA) ● **Location:** Lubumbashi, Democratic Republic of Congo ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 3/30 ● **Phase:** Landing

The aircraft overran the landing on runway 07 at Lubumbashi and came to rest, bogged down, in a field about 300m (984ft) beyond the end

of the runway, some 50m left of the extended centreline. The accident happened in daylight, visual meteorological conditions.

**Date:** 22 Mar ● **Carrier:** United Airlines ● **Aircraft type/registration:** Airbus A320 (N1902U) ● **Location:** Houston, Texas, USA  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 6/151 ● **Phase:** Landing

The aircraft suffered a tail-strike when landing on runway 27 at George Bush airport. The landing was completed safely and the aircraft taxied to the gate for normal passenger disembarkation. The aircraft was operating

a flight from Mexico City, and there was a gusting crosswind from the left. The tail-strike damage was only discovered after seven more sectors, and it was grounded at Dallas/Fort Worth airport on 25 March.

**Date:** 4 Apr ● **Carrier:** Scoot ● **Aircraft type/registration:** Airbus A320 (9V-TRH) ● **Location:** Hat Yai airport, Amphe, Thailand  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

The aircraft, inbound from Singapore, suffered skin abrasion on the underside of its rear fuselage after a tail-strike landing on runway 26 at

Hat Yai airport in good visibility and light wind, and taxied safely to the gate for normal passenger disembarkation.

**Date:** 11 Apr ● **Carrier:** Air Kasai ● **Aircraft type/registration:** Antonov An-26 (9S-AFP) ● **Location:** Lisala, Democratic Republic of Congo  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

The Antonov An-26, which was operating a daytime flight from Kinshasa, overran runway 05 at Lisala by about 200m (656ft) and came to rest in tall grass, suffering significant damage, including to its nose cone. The freighter was carrying insecticide-impregnated mosquito

nets as part of an anti-malaria programme. The landing took place in poor weather with heavy rain and strong winds. Runway 05 at Lisala is 7,200m long and has an asphalt surface, although this is said to be in poor condition.

**Date:** 14 Apr ● **Carrier:** IndiGo ● **Aircraft type/registration:** Airbus A321neo (VT-IML) ● **Location:** Nagpur, India  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 7/225 ● **Phase:** Landing

The aircraft, which was inbound from Mumbai, bounced while landing in daylight and good visibility on runway 32 at Nagpur, and then suffered

a tail-strike during a second touchdown. The damage to the aircraft was repaired and it resumed regular service in June.

A330 was damaged in a hard landing at Windhoek, Namibia in February



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747 freighter's left-hand engines struck ground in 15 April incident



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Significant non-fatal accidents/incidents:

## All commercial airline categories

**Date:** 15 Apr ● **Carrier:** Cargolux ● **Aircraft type/registration:** Boeing 747-400ERF (LX-ECV) ● **Location:** Luxembourg airport, Luxembourg  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

The 747 freighter was inbound from Dubai landing on runway 06 at Luxembourg airport, when the No 1 and 2 engines struck the ground. The crew flew a successful go-around and returned for a safe landing.

An inquiry determined that there was a significant shift in the wind speed and direction at the time of the flare for landing, and the engine strike was not the result of crew control inputs.

**Date:** 16 Apr ● **Carrier:** TAG Airlines ● **Aircraft type/registration:** Saab 340A (TG-TAI) ● **Location:** Mundo Maya airport, Flores, Guatemala  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 3/14 ● **Phase:** Landing

Inbound from Cancun, Mexico, landing on runway 10 at Mundo Maya, the right main landing gear failed causing the aircraft to slide onto its

right wing. The aircraft then veered off the runway onto rough ground. No-one on board was injured.

**Date:** 21 Apr ● **Carrier:** Flytec ● **Aircraft type/registration:** Beechcraft King Air 200 (LV-WPM) ● **Location:** Martin Miguel de Guemes airport, Salta, Argentina ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 2/7 ● **Phase:** Landing

The crew of the chartered aircraft was unable to lower the undercarriage and made a belly landing. There were no injuries.

**Date:** 23 Apr ● **Carrier:** Pel-Air Aviation ● **Aircraft type/registration:** Saab 340A (VH-KDK) ● **Location:** Cobar, New South Wales, Australia  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 2/0 ● **Phase:** En route

Smoke entered the aircraft's cabin and cockpit in cruise flight at 22,000ft about 54nm (100km) northeast of Cobar, New South Wales, on a cargo flight from Wagga Wagga to Charleville, Queensland. The crew received multiple warnings, including cargo smoke, avionics smoke and cabin

pressure. The pilot carried out an emergency descent and diverted to Cobar, where a safe landing was made. The airport fire service reported smoke coming from the right side of the aircraft, under the wing area. The batteries were isolated and the fire extinguished.

**Date:** 5 May ● **Carrier:** American Airlines ● **Aircraft type/registration:** Airbus A321 (N921US) ● **Location:** Charlotte, North Carolina, USA  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 5/172 ● **Phase:** Landing

Inbound from Fort Lauderdale, the Airbus A321 suffered a tail-strike as it was landing on runway 18L at Charlotte Douglas airport in daylight,

visual meteorological conditions, and taxied to the gate for normal passenger disembarkation.

**Date:** 6 May ● **Carrier:** UPS ● **Aircraft type/registration:** Boeing 747-400F (N580UP) ● **Location:** Tokyo Narita airport, Japan  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 3/0 ● **Phase:** Landing

The aircraft was operating a flight from Shanghai, China to Narita airport, Tokyo. The freighter touched down hard on runway 16L and bounced,

causing some damage. The crew carried out a successful go-around, then returned and landed safely.

**Date:** 10 May ● **Carrier:** Azul ● **Aircraft type/registration:** Embraer 195 (PS-AED) ● **Location:** Salvador, Brazil  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 5/100 ● **Phase:** Landing

Landing on runway 17 inbound from Sao Paulo, the Embraer 195-E2 suffered a runway excursion and became bogged down on flooded

ground about 50m (164ft) beyond the end. The accident happened in darkness (01:25 local time).

**Date:** 12 May ● **Carrier:** Bar Aviation ● **Aircraft type/registration:** Cessna Grand Caravan (5X-RBR) ● **Location:** Kajjansi airfield, Uganda  
**Injuries (crew/pax):** 2/0 ● **Total occupants (crew/pax):** 2/0 ● **Phase:** Landing

The aircraft took off from Kajjansi on a ferry flight to Mweya where the crew was to pick up passengers and fly them to Entebbe. Soon after take-off the crew reported problems and returned to Kajjansi.

On landing the aircraft left the runway and overturned, and the left-hand wing became separated from the fuselage. Both crew members were injured in the mishap.

**Date:** 14 May ● **Carrier:** Cargolux ● **Aircraft type/registration:** Boeing 747-400F (LX-OCV) ● **Location:** Luxembourg airport, Luxembourg  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 2/0 ● **Phase:** Landing

Soon after take-off from Luxembourg airport for Chicago O'Hare, USA, the crew of the Cargolux 747 freighter selected the gear up but the landing gear failed to retract. The crew elected to return to Luxem-

bourg after spending some time dumping fuel. The right inboard main undercarriage bogey separated on landing and the crew halted the aircraft on the runway.

**Date:** 31 May ● **Carrier:** United Nigeria ● **Aircraft type/registration:** Embraer ERJ-145 (5N-BWW) ● **Location:** Murtala Muhammad airport, Lagos, Nigeria  
**Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 3/50 ● **Phase:** Landing

Inbound on a domestic flight from Ebonyi State airport, Abakaliki, to Lagos Murtala Muhammad airport, the Embraer ERJ-145 ran off the

right side of runway 18L and came to rest with its nose undercarriage partially collapsed.