

# ACCIDENTS AND INCIDENTS 2009

**NOTES ON TABLES**

Accident data comes from *Flight International's* own research, sister online publication *Air Transport Intelligence* and from our database service Flightglobal ACAS's daily occurrence information. Details of non-fatal incidents are not made available officially by the authorities in many countries, but *Flight International* continues to list as many significant incidents as possible, in the interests of maximising the availability of relevant information. We accept 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**

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

Date	Carrier	Aircraft type/registration	Location	Fatalities crew/pax	Total occupants crew/pax	Phase
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**FATAL ACCIDENTS: SCHEDULED PASSENGER FLIGHTS**

<b>25 February</b>	<b>Turkish Airlines</b>	<b>Boeing 737-800 (TC-JGE)</b>	Nr Amsterdam Schiphol airport	4/5	7/128	RA
The aircraft stalled on approach and hit the ground nearly flat, but with a high rate of descent in fields short of Runway 18R. The power levers retarded to idle during approach because a fault in the radio altimeter led it to read less than the airfield elevation, causing the autothrottle system to react as if the aircraft had landed. This has yet to be confirmed.						
<b>1 June</b>	<b>Air France</b>	<b>Airbus A330-200 (F-GZCP)</b>	Mid-Atlantic	12/216	12/216	ER
The aircraft went missing with no radio distress calls at about 02:15 GMT close to its course from Rio de Janeiro toward Paris. Some automatically datalinked ACARS messages from the aircraft provided Air France's base with systems information that indicated the aircraft had flown through turbulence in the inter-tropical convergence zone where convective activity was forecast. The ACARS system fault messages do not indicate a cause, according to the French investigators, but they might indicate contributory factors. Fault messages showed that the separate pitot/static systems were indicating different airspeeds, the autopilot and auto-throttle had tripped out and the aircraft was operating in alternate flight control law. French investigation agency BEA says that recovered floating wreckage indicates the aircraft hit the sea intact, with the fuselage belly hitting first.						
<b>30 June</b>	<b>Yemenia</b>	<b>Airbus A310-300 (70-ADJ)</b>	Off Gran Comoro, Comoros Islands	11/142	11/143	AA
The aircraft, inbound from Sana'a, Yemen, was carrying out a night circling approach on to Runway 20 at Moroni airport when it hit the surface of the sea. The accident occurred at about 02:00 local time, and early information indicates the aircraft may have stalled. There was no emergency call. A 14-year-old girl survived the impact and was rescued.						
<b>15 July</b>	<b>Caspian Airlines</b>	<b>Tupolev Tu-154M (EP-CPG)</b>	Nr Qazvin, Iran	12/156	12/156	ER
En route from Tehran to Yerevan, Armenia, the aircraft suddenly departed from cruising flight at 34,000ft and turned nearly full-circle, entering a rapid descent to hit the ground. ATC tried to make contact with the aircraft but failed.						
<b>24 July</b>	<b>Aria Air</b>	<b>Ilyushin Il-62M (UP-16208)</b>	Mashhad airport, Iran	13/3	13/153	L
The aircraft landed almost 50kt too fast and overran the runway, hitting a wall.						

**FATAL ACCIDENTS: COMMUTER AND REGIONAL AIRLINES**

<b>7 February</b>	<b>Manaus Aerotaxi</b>	<b>Embraer Bandeirante (PT-SEA)</b>	Nr Santo Antonio, Brazil	2/22	2/26	ER
About 1h after departing Coari airport for Manaus, the crew radioed their intention to return because of very heavy rain. Communication was lost shortly after this, and the aircraft was found to have come down in the Manacapuru river. Survivors say an engine failed. The aircraft has 19 seats, but 26 passengers – including eight small children – were on board.						
<b>12 February</b>	<b>Colgan Air</b>	<b>Bombardier Q400 (N200WQ)</b>	Buffalo, New York, USA	5/44	5/44	RA
The aircraft was carrying out an ILS approach to Runway 23 in night IMC inbound from Newark. The airspeed was allowed to decay below reference speed. Just after the crew selected the gear down and then flaps to 15° the stickshaker activated and the aircraft pitched up as a result of nose-up control inputs by the pilot flying. It then went out of control and crashed into a house about 8km short of the runway, killing one person on the ground.						

Date	Carrier	Aircraft type/registration	Location	Fatalities crew/pax	Total occupants crew/pax	Phase
<b>2 August</b>	<b>Merpati Nusantara</b>	<b>DHC Twin Otter 300 (PK-NVC)</b>	Nr Oksibil, Indonesia	3/12	3/12	ER
En route from Jayapura to Oksibil, the aircraft hit high ground on a plateau just above 9,000ft AMSL.						
<b>4 August</b>	<b>Bangkok Airways</b>	<b>ATR 72-200 (HS-PGL)</b>	Koh Samui airport, Thailand	1/-	4/68	L
Skidded off runway in rain and collided with the control tower, severely damaging the forward fuselage. The investigators believe windshear may have been a factor.						
<b>11 August</b>	<b>Airlines PNG</b>	<b>DHC Twin Otter 300 (P2-MCB)</b>	Nr Kokoda airport, Papua New Guinea	2/11	2/11	AA
The aircraft, flying from Port Moresby to Kokoda, hit high ground during the early descent toward its destination airport. The weather synopsis was complex, with extensive multi-layered cloud embedded with convective activity, and other flights had elected to turn back because of it.						
<b>22 October</b>	<b>Divi Divi Air</b>	<b>BN Islander (PJ-SUN)</b>	Offshore Bonaire Is, Netherlands Antilles	1/-	1/9	ER
Engine failure followed by failure to maintain height led to ditching. The pilot was injured and failed to escape, but all the passengers evacuated safely and were picked up by a boat.						
<b>12 November</b>	<b>Rwandair Express</b>	<b>Bombardier CRJ100ER (5Y-JLD)</b>	Kigali airport, Rwanda	-/1	3/10	G
The crew requested a return to Kigali with technical problems, and the aircraft landed safely. But when the aircraft was approaching the apron the aircraft continued toward the VIP terminal and the front end of the aircraft hit the wall, penetrating through it by several metres. The pilots reported that the engines would not stop and were stuck on full power.						

**FATAL ACCIDENTS: NON-PASSENGER FLIGHTS**

<b>15 February</b>	<b>HESA</b>	<b>HESA IrAn-140-100 (HESA 90-04)</b>	Isfahan, Iran	5	5	?
Crashed on a training flight.						
<b>20 February</b>	<b>Aerolift</b>	<b>Antonov An-12B (S9-SVN)</b>	Luxor, Egypt	5	5	TO
The aircraft crashed and caught fire during take-off for a ferry flight to Ukraine.						
<b>9 March</b>	<b>Aerolift</b>	<b>Ilyushin Il-76T (S9-SAB)</b>	Lake Victoria	11	11	TO
The aircraft crashed into Lake Victoria immediately following take-off from Entebbe airport, Uganda.						
<b>23 March</b>	<b>FedEx</b>	<b>Boeing MD-11F (N562FE)</b>	Tokyo Narita airport, Japan	2	2	L
The aircraft was approaching Runway 34L in good visibility but a wind forecast to be 320° at 26kt gusting to 40kt. The approach looked normal but, on touchdown, just after the nosewheel was lowered on to the runway very firmly, the aircraft ballooned back into the air. It then adopted a nose-down attitude until the second impact, when the nose bounced up again and the aircraft rolled rapidly left, destroying the left wing. The aircraft slid to rest on its back, catching fire.						
<b>9 April</b>	<b>Aviastar Mandiri</b>	<b>BAe 146-300 (PK-BRD)</b>	Nr Wamena airport, Indonesia	6	6	RA
The aircraft, on a freight flight, carried out a go-around from final approach to Runway 15 at Wamena, and then turned as if to carry out a right-hand visual circuit for the runway. When the aircraft was on the base leg it flew through the runway extended centreline and hit high ground. The weather was hazy with some low cloud. Indonesian investigators have criticised the captain for poor approach planning, poor crew co-operation, badly managed manoeuvring during the attempted circuit, and failure to act on alerts from the EGPWS.						
<b>26 May</b>	<b>Service Air</b>	<b>Antonov An-26 (9Q-CSA)</b>	Nr Isito-Matari airport, DR Congo	3	4	RA
The aircraft crashed on short final approach. The loadmaster survived.						
<b>7 June</b>	<b>Strait Air</b>	<b>Britten Norman Islander (C-FJJR)</b>	Nr Port Hope Simpson airport, Canada	1	1	ER
The aircraft appears to have hit high ground in limited visibility during a positioning flight.						
<b>29 June</b>	<b>Aviastar Mandiri</b>	<b>DHC Twin Otter 300 (PK-BRO)</b>	Nr Wamena, Indonesia	3	3	ER
Hit a mountain about 20km short of its destination airfield at Wamena.						
<b>26 August</b>	<b>Aero Fret Business</b>	<b>Antonov An-12 (TN-AIA)</b>	Nr Brazzaville airport, Congo	6	6	RA
The aircraft crashed about 10km short of the Brazzaville Maya Maya runway in good weather just before dawn.						
<b>24 September</b>	<b>SA Airlink</b>	<b>BAe Jetstream 41 (ZS-NRM)</b>	Merebank, nr Durban airport, South Africa	1	3	C
The aircraft is believed to have suffered an engine failure just after take-off, and it crash-landed and broke up about 500m from the runway end. The FDR and CVR are being examined by the UK Air Accidents Investigation Branch on behalf of the South African authorities.						
<b>17 October</b>	<b>Azza Air</b>	<b>Douglas DC-3 (RP-C550)</b>	Nr Manila airport, Philippines	4	4	C
Shortly after take-off from Runway 24 the crew reported engine problems and attempted to turn back to 06, but crashed 3.5km short of it.						
<b>21 October</b>	<b>Sudan Airways</b>	<b>Boeing 707-300C (ST-AKW)</b>	Nr Shajah airport, United Arab Emirates	6	6	C
A component fell from the aircraft on to the runway (30) just after take-off, then the aircraft banked heavily to the right and crashed. The Sharjah authorities have not released a description of the component.						
<b>1 November</b>	<b>Russian Interior Ministry</b>	<b>Ilyushin Il-76 (RF-76801)</b>	Mirny, Sakha Republic, Russia	11	11	TO
The aircraft, on a positioning flight, got airborne briefly, and then control appeared to have been lost, and the aircraft crashed and burned. The temperature was -25°C (-13°F) in clear visibility.						
<b>9 November</b>	<b>Blue Bird Aviation</b>	<b>Beechcraft 1900D (5Y-VVQ)</b>	Nairobi Wilson airport, Kenya	1	2	C
Soon after take-off from Wilson the crew reported a technical problem and their intention to return, but the aircraft hit the perimeter fence and was destroyed.						
<b>15 November</b>	<b>Air Nave</b>	<b>Cessna 208B Caravan (ZS-OTU)</b>	Nr Windhoek airport, Namibia	3	4	C
The aircraft failed to gain height during its initial climb after take-off and crashed.						
<b>28 November</b>	<b>Avient Aviation</b>	<b>Boeing MD-11 (Z-BAF)</b>	Shanghai airport, China	3	7	TO
During take-off the aircraft struck the runway with its tail before crashing beyond the runway end.						

Date	Carrier	Aircraft type/registration	Location	Injuries crew/pax	Total occupants crew/pax	Phase
<b>SIGNIFICANT NON-FATAL ACCIDENTS</b>						
<b>15 January</b>	<b>US Airways</b>	<b>Airbus A320-200 (N106US)</b>	Hudson river, New York, USA	-/-	5/150	C
At 3,000ft, climbing out of New York La Guardia airport, the aircraft flew through a flock of Canada geese and the engines lost power. The captain's initial reaction was to return, but he rejected that idea along with the possibility of heading for Teterboro airport, and advised New York Traccon that he would ditch in the Hudson river. The ditching on a calm surface caused a hull breach in the aft belly, but the airframe came to a halt substantially undamaged, and floated. The passengers evacuated onto the wings and escape slides and were picked up rapidly by boats.						
<b>27 January</b>	<b>Empire Airlines</b>	<b>ATR 42-300 (N902FX)</b>	Lubbock, Texas, USA	2	2	RA
The aircraft, on an ILS approach to Runway 17R in freezing drizzle with visibility about 3km and a cloudbase of 500ft, landed short of the runway and collided with the approach lighting. The captain was badly injured, the co-pilot suffered light injuries, and the right wing and much of the fuselage was destroyed by fire. Empire was operating a FedEx flight.						
<b>9 March</b>	<b>Lion Air</b>	<b>Boeing MD-90-30 (PK-LIL)</b>	Jakarta airport, Indonesia	-/-	6/166	L
The aircraft was set to land on Runway 25L with the wind notified as 200° at 20kt. On touching down the captain could not keep the aircraft straight. It came to a halt partially off the right side of the runway heading 152°.						
<b>20 March</b>	<b>Emirates</b>	<b>Airbus A340-500 (A6-ERG)</b>	Melbourne Tullamarine airport, Australia	-/-	18/257	TO
When rotate was called the pilot flying attempted rotation, but the aircraft reaction was sluggish. At a second call the aircraft began to rotate and the pilot not flying selected take-off/go-around thrust. The aircraft suffered a tailstrike at rotate and hit approach lights in the overrun before climbing away and then returning to land. The crew found they had entered a take-off weight that was 100t below the actual. The interim report comments: "The result of that incorrect take-off weight was to produce a thrust setting and take-off reference speeds that were lower than those required for the actual aircraft weight."						

Date	Carrier	Aircraft type/registration	Location	Injuries crew/pax	Total occupants crew/pax	Phase
8 May	<b>Saudi Arabian Airlines</b>	<b>Boeing MD-90-30 (HZ-APW)</b>	Riyadh airport, Saudi Arabia	-	8	L
The aircraft departed the runway to the side during landing from a positioning flight. The right main gear collapsed.						
11 May	<b>British Airways</b>	<b>Boeing 747-400 (G-BYGA)</b>	Johannesburg, South Africa	-/-	18/265	TO
The inbound leading-edge high-lift devices retracted unexpectedly during rotate, and the crew faced stickshaker stall warning as a result. The automatic slat retraction had been triggered by a false warning indicating that the Nos 2 and 3 engine thrust-reversers were unlocked. Because the aircraft's touchdown switches were still made, the aircraft was acting as if it were landing rather than taking off, and the slats were retracted according to a logic designed to prevent them being damaged by foreign objects whipped up by reverse thrust. Soon after unstuck the slats redeployed and the crew flew the aircraft back to Johannesburg.						
30 May	<b>Pakistan Int Airlines</b>	<b>ATR 42-400 (AP-BHO)</b>	Lahore airport, Pakistan	-/-	4/43	L
The aircraft ran off the side of the runway, across drainage ditches and came to rest at the edge of the parallel runway with all gear sheared off.						
17 June	<b>Express Air</b>	<b>Dornier 328 (PK-TXN)</b>	Tanahmera airfield, Indonesia	-/-	4/29	L
Ran off the right side of the gravel runway and the right propeller struck the ground.						
13 July	<b>Southwest Airlines</b>	<b>Boeing 737-300 (N387SW)</b>		-/-	5/126	ER
The aircraft experienced rapid decompression when a structural failure made a hole about 40 x 20cm in the top of the rear fuselage.						
26 August	<b>Linea Turistica Aereotuy</b>	<b>Cessna 208B Caravan (YV-1183)</b>	Offshore Venezuela	-/-	1/12	ER
Flying from Los Roques, Venezuela to Porlana airport on Margarita island, power failure forced the pilot to ditch in the southern Caribbean. The pilot and all passengers were rescued by boats.						
13 September	<b>Lufthansa</b>	<b>Boeing MD-11F (D-ALCO)</b>	Mexico City airport, Mexico	L		
The aircraft landed so hard its fuselage was wrinkled. A month later the aircraft flew a nosegear-down, unpressurised ferry flight to Victorville where it will be repaired.						
15 September	<b>N American Flight Services</b>	<b>Cessna 28 Caravan (N336DN)</b>	near Sheffield, Massachusetts, USA	-/-	1/5	C
Loss of engine power at 8,000ft during climb out of Farmingdale, New York. The pilot elected to force-land in a field, and the right wing hit a tree which broke it off. The pilot and passengers evacuated the aircraft safely before it caught fire.						
15 October	<b>Blue Wing Airlines</b>	<b>Antonov An-28 (PZ-TST)</b>	Kwamalasamutu airfield, Surinam	1/3	8	L
Ran off runway and was badly damaged.						
18 November	<b>SA Airlink</b>	<b>BAe Jetstream 41</b>	Port Elizabeth airport, South Africa	-/-	3/29	TO
Veered left off runway during take-off run. This was caused by a worn nosewheel steering cable, according to investigators.						
19 November	<b>Africaine D'Aviation</b>	<b>Boeing MD-82 (9Q-CAB)</b>	Goma airport, DR Congo	20	117	
The aircraft overran the runway and was so badly damaged it was written off.						
7 December	<b>SA Airlink</b>	<b>Embraer 135LR (ZS-SJW)</b>	George airport, South Africa	1/-	3/30	L
Ran off the end of the wet runway and crashed through the fence on to a road. This event has ensured that SA Airlink, which has suffered other accidents this year, is being subjected to a special investigation by South Africa's CAA.						
22 December	<b>American Airlines</b>	<b>Boeing 737-800 (N977AN)</b>	Kingston airport, Jamaica	??	6/148	L
Overran the runway and sustained severe damage while landing in a rainstorm.						



**Clockwise from top left: the Avient MD-11F Shanghai accident; the Colgan-flown Continental Connection crash; ferries surround the ditched US Airways A320; wreckage from the Air France A330**