

# ACCIDENTS AND INCIDENTS

## JANUARY–JUNE 2011

### NOTES ON TABLES

Accident data comes from *Flight International's* own research, sister online publication *Air Transport Intelligence*, our database service Flightglobal ACAS's daily occurrence information, and the in-depth safety database of Ascend, now a part of Flightglobal. Details of non-fatal incidents are not made available officially by the authorities in many countries, but *Flight International* continues to list known significant incidents 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	monitor	<b>GPWS</b> ground proximity warning system	<b>PNF</b> pilot not flying
<b>AAIB</b> UK Air Accidents Investigation Branch	<b>EFIS</b> electronic flight-instrument system	<b>HP</b> high pressure	<b>RA</b> runway/final approach
<b>AAL</b> above airfield level	<b>EGPWS</b> enhanced ground proximity warning system	<b>IFR</b> instrument flight rules	<b>SID</b> standard instrument departure
<b>ADC</b> air-data computer	<b>EGT</b> exhaust gas temperature	<b>IMC</b> instrument meteorological conditions	<b>TAWS</b> terrain awareness and warning system
<b>ADF</b> automatic direction finder	<b>EICAS</b> engine indicating and crew alerting system	<b>ILS</b> instrument-landing system	<b>TO</b> take-off
<b>AF</b> air force	<b>ER</b> en route	<b>ISA</b> international standard atmosphere – sea level pressure of 1013.2hPa and standard temperature/pressure lapse rate with altitude	<b>TOGA</b> press-button selected take-off/go-around thrust
<b>AGL</b> above ground level	<b>ETOPS</b> extended-range twin operations	<b>L</b> landing	<b>VASI</b> visual approach slope indicator
<b>AMSL</b> above mean sea level	<b>FAA</b> US Federal Aviation Administration	<b>LP</b> low pressure	<b>VFR</b> visual flight rules
<b>AOA</b> angle of attack	<b>FDR</b> flight data recorder	<b>MEL</b> minimum equipment list	<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>MTOW</b> maximum take-off weight	<b>VMC</b> visual meteorological conditions
<b>ATC</b> air traffic control	<b>FMS</b> flight management system	<b>NDB</b> non-directional beacon	<b>VOR</b> VHF omni-range navigation beacon
<b>C</b> climb	<b>G</b> on ground	<b>NTSB</b> US National Transportation Safety Board	<b>V<sub>1</sub></b> take-off decision speed
<b>C-B</b> circuit breaker	<b>GPU</b> ground power unit	<b>PAPI</b> precision approach path indicator	<b>Conversion factors</b>
<b>C-FI</b> controlled flight into terrain		<b>PAX</b> passengers	1nm = 1.85km
<b>CNK</b> cause not known		<b>PF</b> pilot flying	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			
<b>ECAM</b> electronic centralised aircraft			

Date	Carrier	Aircraft type/registration	Location	Fatalities (crew/pax)	Total occupants (crew/pax)	Phase
<b>FATAL ACCIDENTS: SCHEDULED PASSENGER FLIGHTS</b>						
1 January	<b>Kolavia</b>	<b>Tupolev Tu-154B-2 (RA-85588)</b>	Surgut airport, Russia	3	8/116	G

During engine startup, a severe electrical fire started in the aft fuselage and quickly engulfed the cabin and destroyed the 27-year-old aircraft. The crew shut down the engines and ordered an immediate evacuation. The Russian authorities grounded all Tu-154Bs until the cause was established, but this has proven difficult because the severity of the fire caused so much damage. Grounding affected six carriers and at least 14 aircraft.

9 January	<b>Iran Air</b>	<b>Boeing 727-200 (EP-IRP)</b>	Nr Orumiyeh airport, Iran	10/67	11/94	M/A
The aircraft, inbound from Tehran, was attempting a night approach in poor visibility and snow at Orumiyeh. Few details have been officially released, but it appears the aircraft crashed while carrying out a missed approach procedure.						
20 June	<b>RusAir</b>	<b>Tupolev Tu-134A (RA-65691)</b>	Petrozavodsk airport, Russia	8/39	9/43	RA
On an approach in rain and poor visibility, the aircraft landed on a major road not far short of the end of runway 01.						

<b>FATAL ACCIDENTS: NON-SCHEDULED PASSENGER FLIGHTS</b>						
4 April	<b>Georgian Airways (for UN)</b>	<b>Bombardier CRJ100ER (4L-GAE)</b>	Kinshasa Ndjili airport, DR Congo	4/28	4/29	L
The aircraft was operating a United Nations flight, and was landing at Ndjili in rain with thunderstorms in the vicinity. The aircraft wreckage came to rest off the runway.						

<b>FATAL ACCIDENTS: REGIONAL AND COMMUTER AIRLINES</b>						
10 February	<b>Manx2</b>	<b>Swearingen Metro III (EC-ITP)</b>	Cork airport, Ireland	2/4	2/10	RA
Inbound from the Isle of Man on its third attempted approach to land in poor visibility at Cork, the aircraft continued well below its 200ft decision height on the ILS to runway 17, but appeared to go out of control in bank just as the captain, the PNF, called for a go-around. The right wingtip hit the runway at 97° bank and the aircraft crashed and burned.						
14 February	<b>Central American Airways</b>	<b>Let 410UVP (HR-AUQ)</b>	Nr Cerro de Hula, Honduras	2/12	2/12	ER
The aircraft crashed in a forest on a flight from San Pedro Sula to Tegucigalpa. The en-route weather should not have given any cause for concern.						

7 May	<b>Merpati Nusantara Airlines</b>	<b>Xian MA60 (PK-MZK)</b>	Kaimana-Utarom airport, Indonesia	6/19	6/19	AA
The aircraft held off for a time from making the last part of the non-precision let-down because the weather was below minima, but eventually attempted the approach despite conditions still being inappropriate, and crashed into the sea about 1km southwest of the runway.						
18 May	<b>SOL Lineas Aereas</b>	<b>Saab 340A (LV-CEJ)</b>	Nr Prahuanieyue	3/19	3/19	ER
Crashed en route.						

Date	Carrier	Aircraft type/registration	Location	Fatalities (crew/pax)	Total occupants (crew/pax)	Phase
<b>FATAL ACCIDENTS: NON-PASSENGER FLIGHT</b>						
12 February	<b>Sabang Merauke Raya</b>	<b>Casa Nurtanio NC212 (PK-ZAI)</b>	Nr Kijang airport, Bintan, Indonesia	5	5	ER

The crew was carrying out a post-maintenance test flight (an engine had been replaced) en route from Batam-Hang Nadim to Kijang, but crashed about 25km north of Kijang shortly after first calling approach. Early information from the investigation suggests the crew were not qualified to carry out a test flight.

14 February	<b>African Air Services</b>	<b>Let 410 (9Q-CIF)</b>	Mont Biega, DR Congo	2	2	ER
The aircraft went missing on a cargo flight from Bukavu-Kavumu to Lusenge.						
21 March	<b>Trans Air Congo</b>	<b>Antonov An-12 (TN-AGK)</b>	Nr Pointe Noire airport, Congo	9	9	RA
The 48-year-old aircraft with its Russian and Kazakh crew came down in a residential area on short final for runway 17 at Pointe Noire, killing 14 people on the ground.						

Date	Carrier	Aircraft type/registration	Location	Injuries (crew/pax)	Total occupants (crew/pax)	Phase
<b>SIGNIFICANT NON-FATAL ACCIDENTS</b>						
6 January	<b>Hageland Aviation Services</b>	<b>Cessna Caravan (N715HE)</b>	Kipnuk airport, Alaska, USA	-/-	2/4	L

The aircraft landed long intentionally to avoid a bump in the runway, which was covered with packed snow. The aircraft overran the runway end and nosed down into a ditch, causing extensive damage.

10 January	<b>AirAsia</b>	<b>Airbus A320-216 (9M-AHH)</b>	Kuching airport, Malaysia	-/-	6/123	L
The flight landed on runway 25 at night in heavy rain and skidded off the side of the runway.						

27 January	<b>Fly 540</b>	<b>Fokker F27 freighter (5X-FFD)</b>	Nairobi Wilson airport, Kenya	4	4	TO
The crew abandoned a take-off for a post-maintenance check flight, but the aircraft overran the runway, breached the perimeter fence and came to rest in a field.						

9 February	<b>Wasaya Airways</b>	<b>Beechcraft 1900D (C-FWAX)</b>	Kasabonika airport, Ontario, Canada	-/2	2/13	L
The aircraft was landing on runway 03 which was covered in packed snow with some ice. There was a gusting crosswind from 300°, and the pilots could not stop the aircraft weathercocking to the left. It veered left off the runway and hit a snow bank.						

21 February	<b>TRIP Linhas Aereas</b>	<b>ATR72-200 (PR-TTI)</b>	Altamira airport, Brazil	-/-	4/47	L
The aircraft departed the left side of the runway when it landed inbound from Belem, and came to rest with the left wing touching the ground.						

2 March	<b>Air Norway</b>	<b>Swearingen Metro III (OY-NPB)</b>	Oslo Gardermoen airport, Norway	-/-	2/9	L
Inbound on a domestic flight in light winds with freezing rain, the aircraft veered right off runway 19R and hit a bank of packed snow.						

4 March	<b>Flugfelag Islands</b>	<b>DHC Dash 8-100 (TF-JMB)</b>	Godthab/Nuuk airport, Greenland	-/-	3/31	L
The flight originated at Reykjavik, Iceland, then made an en-route stop at Kulusuk, Greenland before flying to Godthab. It made an approach to runway 23 with a crosswind from 160° at 28kt gusting to 40kt. The right main gear collapsed during the landing run and the aircraft veered right off the runway, suffering more damage when it hit a rock outcrop.						

1 April	<b>Southwest Airlines</b>	<b>Boeing 737-300 (N632SW)</b>	Nr Yuma, USA	1/-	5/117	ER
The aircraft experienced a local failure in the upper fuselage skin, leaving a hole of about 1.5m x 0.3m, causing rapid decompression and a diversion to Yuma.						

16 April	<b>Petropavlovsk-Kamchatsky Air Enterprise</b>	<b>Yakovlev Yak 40 (RA-88241)</b>	Ust-Kamchatsk airport, Russia	-/-	5/21	TO
The aircraft was attempting take-off from Ust-Kamchatsk, to which it had been forced by weather to divert, to return to its point of origin, Petropavlovsk-Kamchatsky. During the take-off run, it left the runway and came to rest in the snow with the right main landing gear collapsed.						

18 May	<b>Omega Air Refuelling</b>	<b>Boeing 707-320 (N707AR)</b>	Port Hueneme Naval Air Stn, USA	-	3	TO
Just after unstick, the No 2 (inboard left) power lever slammed back to idle and the aircraft stopped climbing. The captain decided to land ahead, and did so. The aircraft came to rest in a wetland area beyond the runway end, and it was on fire. Evidence suggests that the No 2 engine and pylon detached from the wing just after lift-off.						

6 June	<b>DHL Aviation</b>	<b>Antonov An-26 (TR-LII)</b>	Nr Libreville airport, Gabon	-	4	RA
The aircraft crashed into the sea on final approach to Libreville, but the crew managed to escape. The crew had notified ATC of a hydraulic problem and had said they would perform a go-around.						