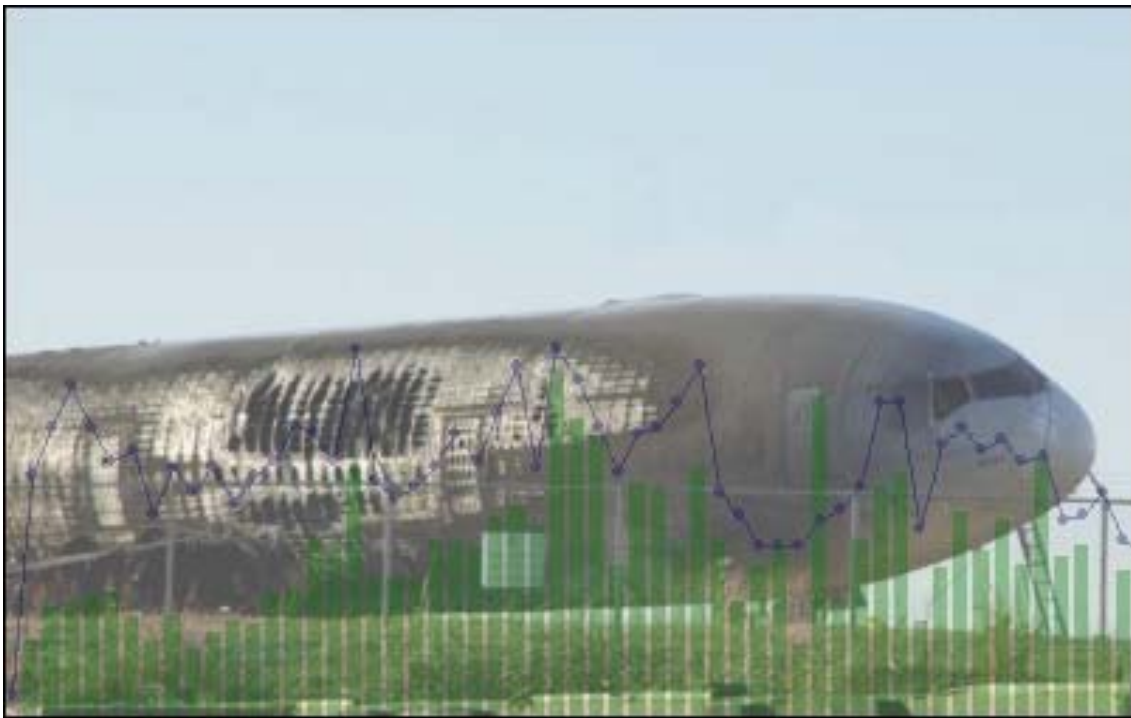


# Airliner Accident Statistics 2004

Statistical summary of fatal multi-engine airliner accidents in 2004



Aviation**Safety**Network



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2004

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*front page photo:* non-fatal MD-10 accident at Memphis, December 18, 2003 © Dan Parent, kc10.net

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## SUMMARY

The year 2004 was an exceptionally safe one for civil aviation. Statistics show a record low number of 425 airliner accident <sup>1)</sup> fatalities as a result of 26 accidents. By comparison, the second-safest year, 1955, recorded 572 fatalities. With regards to the number of accidents, just one year was safer: 2003 when 25 accidents occurred. The decreasing number of accidents is in line with the downward trend that started in 1989.

While the number of accidents and fatalities dropped sharply, the survival-rate (percentage of occupants that survived fatal airliner accidents) did not show any progress: on average almost 13% of the occupants survived an accident, which is significantly lower than the 1993-2002 average of 32%.

Also in 2004, Canadair's RegionalJet model, in service for over twelve years suffered it's first passenger fatalities in airline service.

Despite the fact that 2004 was an extremely safe year, there is a reason for concern in Africa. It was again the most unsafe continent: 27% of all fatal airliner accidents happened in Africa, while the region only accounts for approximately 3 percent of all world aircraft departures. The moving 10-year average trend shows an almost continuous increase in the average number of fatal accidents for the last ten years. On the other hand, trends show a decrease in the number of fatal accidents for North- and South America over the past six years and notably Europe, with just one fatal accident last year.

A breakdown by flight nature shows a continuous decrease in the number of scheduled passenger flight accidents over the last five years. On the other hand, the number of cargo plane accidents shows a marked increase.

1) for definitions see the chapter "Scope and definitions"

The figures have been compiled using the airliner accident database of the Aviation Safety Network, the Internet leader in aviation safety information. The Aviation Safety Network uses information from authoritative and official sources like NTSB, ICAO etc. The goal of the Aviation Safety Network is to provide everyone with a (professional) interest in aviation with up-to-date, complete and reliable authoritative information on airliner accidents and safety issues.

More information: <http://aviation-safety.net/>

## SCOPE & DEFINITION

The Aviation Safety Network's *Aviation Safety Database* (<http://aviation-safety.net/database/>) covers descriptions of over 10,800 airliner/corporate jet accidents, incidents and hijackings that have occurred since 1945.

To be able to analyse data over a 50-year period of time, and to ascertain that the core selection of data is complete, clear and distinctive criteria have to be defined.

Thus, the analysis has been limited to airliner accidents using the following definitions:

### **Accident**

"An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which a person on the airplane is fatally injured and the airplane is damaged beyond repair."

### **Airliner**

"Commercial multi-engine airplane which, in certificated maximum passenger configuration, is capable of carrying 14 or more passengers."

A list of aircraft types covered can be found in Appendix 1.

## 2004: ACCIDENT SUMMARY

The year 2004 recorded 26 fatal airliner hull-loss accidents and an all-time low number of 425 fatalities.

A detailed description of each accident can be found in Appendix 2.

	Date	Aircraft type	Operator	Location	Fatalities
1	03 JAN	Boeing 737-300	Flash Airlines	Off Sharm el Sheikh	148
2	13 JAN	Yakovlev 40	Uzbekistan Airways	Tashkent	37
3	28 JAN	Beech 1900	Tassili Airlines	Near Ghardaia	1
4	10 FEB	Fokker 50	Kish Air	Sharjah	43
5	04 MAR	Ilyushin 76	Azov-Avia Airlines	Baku	3
6	07 MAY	Let 410	Air Cush	Jiech	6
7	12 MAY	Antonov 12	El Magal Aviation	near Dalang	1
8	14 MAY	Embraer 120	Rico Linhas Aéreas	near Manaus	33
9	18 MAY	Ilyushin 76	Azal Cargo	near Urumqi	7
10	23 MAY	Let 410	Blue Bird Aviation	near Mwingi	2
11	25 MAY	DHC-6 Twin Otter	Yeti Airlines	near Lukla	3
12	08 JUN	HS-748	Gabon Express	near Libreville	19
13	26 JUN	Lisunov Li-2	FLA RF	Moskva-Myachkovo	2
14	12 JUL	Convair CV-440	Dodita Air Cargo	off Beef Island	1
15	29 JUL	DHC-6 Twin Otter	Airlines of PNG	near Ononge	2
16	13 AUG	Convair CV-580	Air Tahoma	Cincinnati	1
17	17 AUG	Beechcraft 99	Alpine Aviation	near Neihart	2
18	05 OCT	Antonov 12	Sarit Airlines	near Higlig	4
19	14 OCT	Boeing 747-200	MK Airlines	Halifax	7
20	14 OCT	Canadair CRJ200	Pinnacle Airlines	Jefferson City	2
21	15 OCT	Douglas DC-3	Aerovanguardia	near Medellín	3
22	19 OCT	Jetstream 32	Corporate Airlines	near Kirksville	13
23	18 NOV	Jetstream 31	Venezolana	Caracas	4
24	21 NOV	Canadair CRJ200	China Yunnan Airlines	Baotou	53+1
25	30 NOV	MD-82	Lion Airlines	Solo City	26
26	11 DEC	Embraer 110	NHR Táxi-Aéreo	Uberaba	2+1
					425+2 *)

\*) 425 fatalities of airplane occupants plus two fatalities on the ground

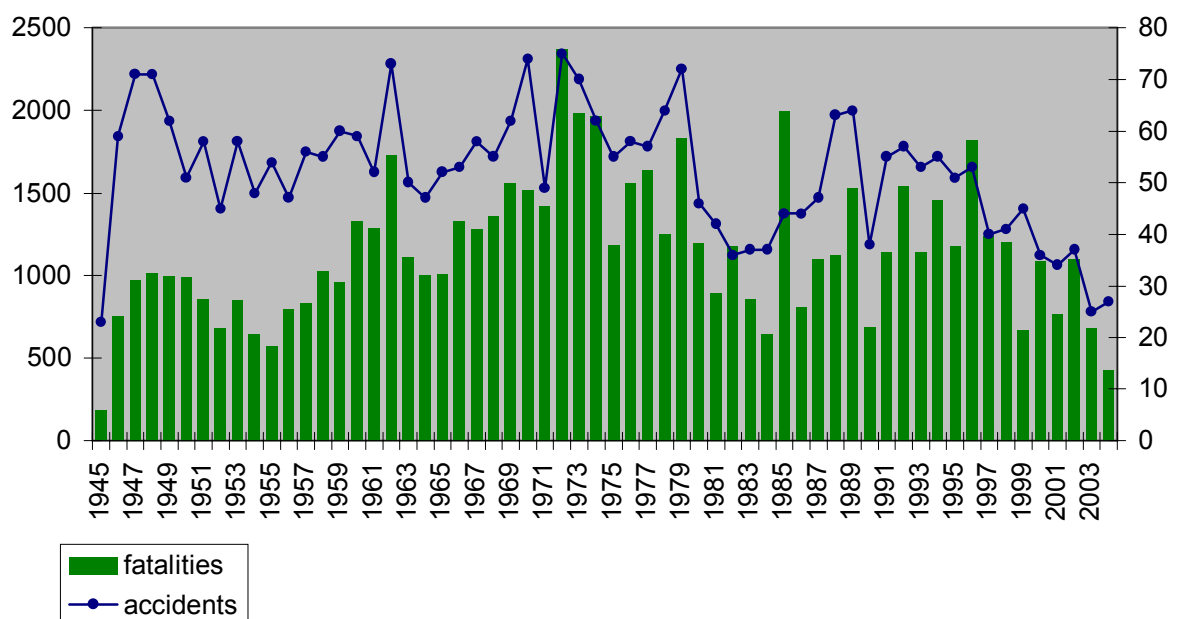
Other fatal airliner hull-loss occurrences:

	Date	Aircraft type	Operator	Location	Fatalities
1	24 AUG	Tupolev 134	Volga-Aviaexpress	near Buchalki	44
2	24 AUG	Tupolev 154	Sibir Airlines	near Gluboki	46
					515+2

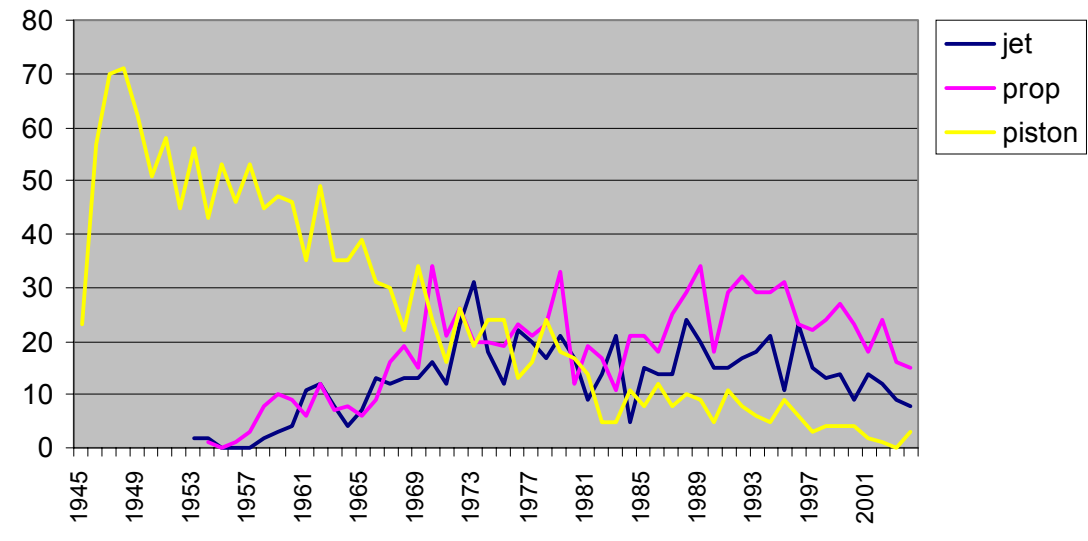
## 2004 IN HISTORICAL PERSPECTIVE

The year 2004 was one of the safest years ever. The number of fatal airliner accidents of 26 was one up compared to 2003, but is perfectly in line with the continuing downward trend of the last ten years. The number of fatalities (425) was an all-time low since 1945. The figures exclude non-accident occurrences (hijackings, sabotage etc.).

- The 2004 death toll of 425 was below the 1974-2003 average death toll of 1348 casualties
- The 2004 death toll of 425 was below the 1994-2003 average death toll of 1191 casualties
- The 2004 number of occupants involved in fatal airliner accidents of 610 was far lower than the 1993-2002 average of 1586
- The 2004 fatality rate (percentage of occupants killed in fatal airliner accidents) of 70% was lower than the 1993-2002 average of 75%
- The 2004 number of 26 fatal airliner accidents was far below the 1974-2003 average number of fatal airliner accidents of 48,8 per year
- The 2004 number of 26 fatal airliner accidents was far below the 1994-2003 average number of fatal airliner accidents of 42 per year



- The 2004 number of fatal jet airliner accidents of 8 was below the 1974-2003 average of 14,2 accidents per year
- The 2004 number of fatal prop airliner accidents of 15 was on the 1974-2003 average of 22 accidents per year
- The 2004 number of 3 fatal piston airliner accident was far below the 1974-2003 average of 9,1 accidents
- The 2004 number of 3 fatal piston airliner accident was below the 1994-2003 average of 3,7 accidents



fatal airliner accidents by propulsion

## AIRCRAFT MANUFACTURERS

Although the total number of accidents does not say anything about the safety of an aircraft model or manufacturer, a few things about 2004 must be noted. For instance Canadair's RegionalJet model, in service for over twelve years now suffered its first passenger fatality accident in airline service when a Chinese CRJ200 crashed at Baotau, killing all 53 on board.

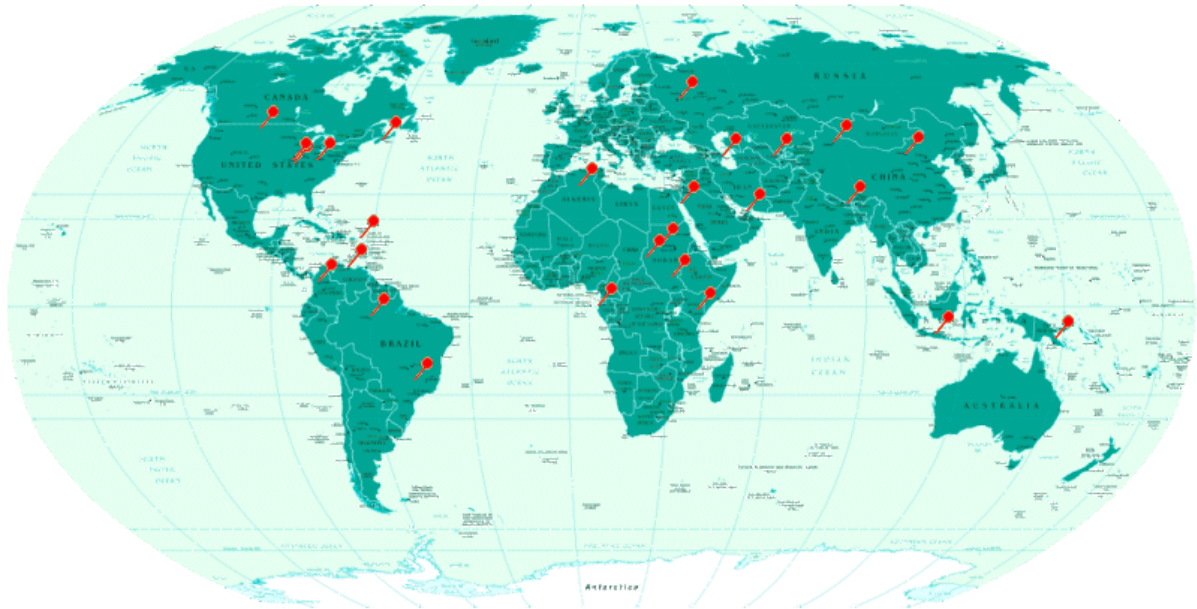
Manufacturer	2004	2003	2002	2001	2000	1999
Aérospatiale / BAC	0	0	0	0	1	0
Airbus	0	0	0	1	2	0
<b>Antonov</b>	2	3	5	2	5	3
ATR	0	0	2	0	0	2
BAC	0	0	1	0	0	0
<b>Beechcraft</b>	2	2	1	1	1	3
<b>Boeing</b>	2	3	7	6	3	5
<b>BAe/Avro</b>	2	1	0	1	2	1
<b>Canadair</b>	2	1	0	0	0	0
CASA	0	0	0	1	0	1
Consolidated	0	0	1	0	0	0
<b>Convair</b>	2	1	0	0	0	0
Curtiss	0	0	0	0	2	0
<b>De Havilland Canada</b>	2	1	4	1	3	4
Dornier	0	0	0	0	0	2
<b>(MDD)Douglas</b>	2	1	1	3	4	10
<b>Embraer</b>	2	0	2	0	1	3
Fairchild	0	1	1	0	0	0
<b>Fokker</b>	1	1	2	1	1	2
GAF	0	0	0	1	0	0
Grumman	0	1	0	0	0	0
<b>Hawker Siddeley</b>	1	0	1	0	0	1
<b>Ilyushin</b>	2	1	1	2	0	1
<b>Let</b>	2	3	4	4	1	2
<b>Lisunov</b>	1	0	0	0	0	0
Lockheed	0	1	1	0	1	2
PZL Mielec	0	0	0	1	0	0
Saab	0	0	0	0	1	0
Shorts	0	1	0	1	3	0
Sud Aviation	0	0	0	1	0	0
Swearingen	0	2	1	3	1	0
Transall	0	0	0	1	0	0
Tupolev	0	1	2	2	0	1
<b>Yakovlev</b>	1	0	0	1	1	2
Yunshuji	0	0	0	0	2	0
<i>Western Built</i>	18	17	25	22	29	36
<i>(fmr) Eastern Block built</i>	8	8	12	12	9	9
<b>Total</b>	<b>26</b>	<b>25</b>	<b>37</b>	<b>34</b>	<b>36</b>	<b>45</b>

## COUNTRIES

In 2004, just like the years before, the United States suffered the highest number of fatal airliner accidents: 4. Just one of these concerned a passenger flight.

Country	2004	2003	2002	2001
<b>Algeria</b>	1	1	0	0
Angola	0	0	0	1
Argentina	0	1	0	0
<b>Azerbaijan</b>	1	0	0	0
Benin	0	1	0	0
<b>Brazil</b>	2	0	2	0
<b>Canada</b>	1	1	0	1
Central African Rep.	0	0	1	0
<b>China</b>	2	0	1	0
<b>Colombia</b>	1	1	3	2
Comoros	0	0	1	0
Congo (fmr Zaire)	0	0	0	2
Djibouti	0	0	1	0
East Timor	0	1	0	0
<b>Egypt</b>	1	0	0	0
Estonia	0	1	0	1
France (incl. overseas):	0	1	0	1
<b>Gabon</b>	1	1	0	0
Germany	0	0	1*	0
Guatemala	0	0	0	1
Guyana	0	1	0	0
Haiti	0	1	0	0
<b>Indonesia</b>	1	1	2	2
Iran	0	0	2	1
Italy	0	0	0	1
<b>Kenya</b>	1	2	1	0
Liberia	0	0	1	0
Luxembourg	0	0	1	0
Mexico	0	0	1	1
Morocco	0	0	1	0
<b>Nepal</b>	1	0	2	0
New Zealand	0	1	0	0
Nigeria	0	0	2	1
<b>Papua New Guinea</b>	1	0	0	0
Peru	0	1	0	0
Philippines	0	0	1	0
<b>Russia</b>	1	1	2	3
Spain	0	0	2	2
South Africa	0	0	1	0
South Korea	0	0	1	0
<b>Sudan</b>	3	2	0	0
Surinam	0	0	0	1
Switzerland	0	0	0	1
Taiwan	0	0	1	0
Thailand	0	0	0	1
Tunisia	0	0	1	0
Turkey	0	2	0	0
UK	0	0	0	1
<b>United Arab Emirates</b>	1	0	0	0
<b>USA</b>	4	3	3	7
<b>Uzbekistan</b>	1	0	0	0
<b>Venezuela</b>	1	1	0	2

<b>Atlantic Ocean</b>	1	0	0	1
<b>Pacific Ocean</b>	0	0	1	0
<b>Total</b>	<b>26</b>	<b>25</b>	<b>37</b>	<b>34</b>
*) collision				



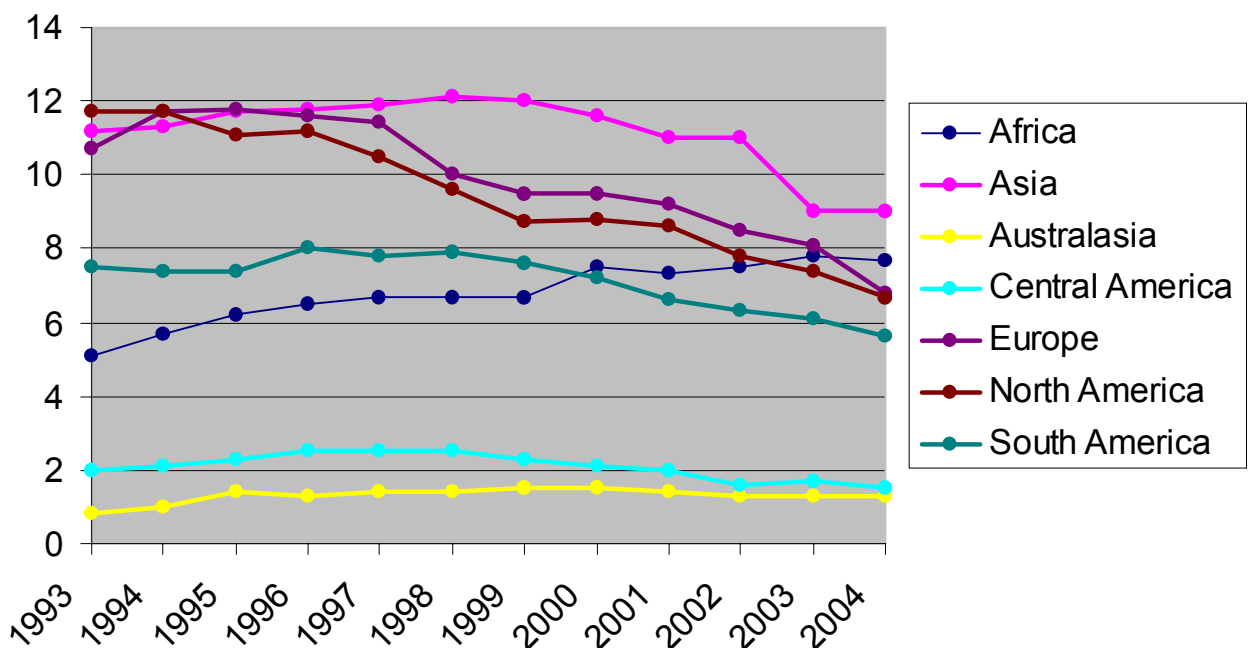
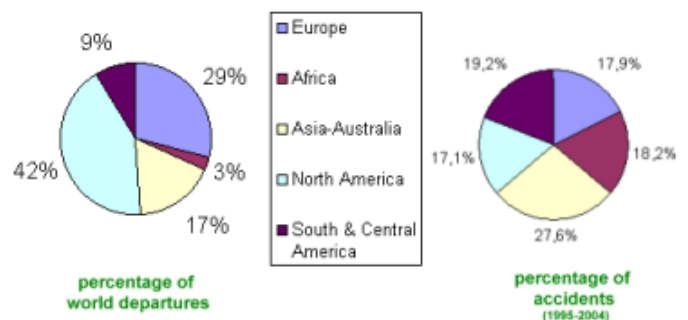
2004 accident spread

## REGIONS

In 2004 Africa was again the most unsafe continent. 27% of all fatal airliner accidents happened in Africa, while Africa only accounts for approximately 3 percent of all world aircraft departures.

The moving 10-year average trends show a decrease in the average number of fatal accidents for Europe, North-, South-, and Central America over the past six to seven years. Africa on the other hand shows an increase from a 10-year average of 5,1 accidents in 1993 to 7,7 accidents in 2004. The average number of accidents per year in Australasia has remained stable at approximately 1,4 since 1995.

Region	2004	2003	2002	2001	2000
Africa	7	7	10	4	9
Asia	7	2	11	4	8
Australia	1	1	0	0	0
Central America	1	1	0	2	4
Europe	1	5	7	10	5
North America	5	4	4	9	9
South America	4	5	5	5	1
<b>Total</b>	<b>26</b>	<b>25</b>	<b>37</b>	<b>34</b>	<b>36</b>



moving 10-year average number of accidents per year for each region

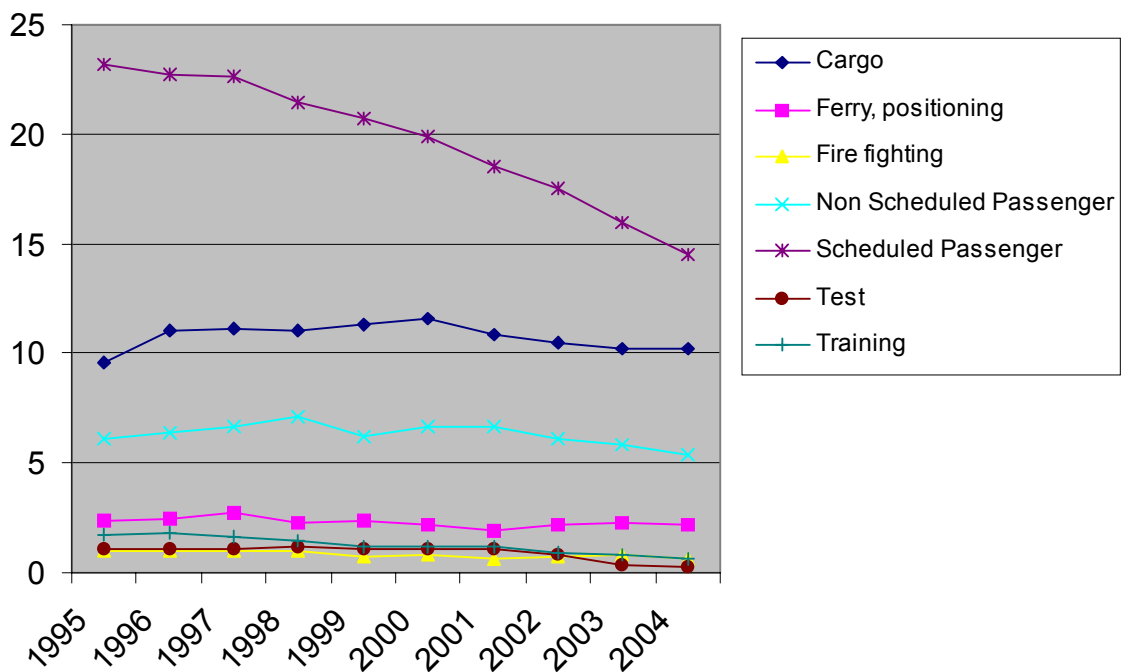
## FLIGHT NATURE

From a passenger's point of view the year 2004 was the safest year in aviation since World War II. The number of fatal passenger flight accidents was never this low (11). It's followed on a large distance by 2003 (14) and 1984/2002 with both 20 passenger flight crashes each.

A breakdown by flight nature shows a continuous decrease in the number of scheduled passenger flight accidents over the last five years. On the other hand, the number of cargo plane accidents shows a marked increase.

Manufacturer	2004	2003	2002	2001	2000	1999
Ambulance	0	0	0	1	0	0
Ferry/positioning	1	2	5	0	1	3
Fire fighting	0	1	2	0	1	0
Freight	13	7	9	5	9	16
Non Scheduled Passenger	1	5	4	7	9	4
Skydiving	0	1	0	0	0	1
Scheduled Passenger	8	8	12	13	14	19
Training	0	0	0	1	0	0
Passenger *)	2	1	4	3	0	1
?	1	0	1	4	2	0
-	0	0	0	0	0	1
<b>Total</b>	<b>26</b>	<b>25</b>	<b>37</b>	<b>34</b>	<b>36</b>	<b>45</b>

\*) unknown if these flights were a scheduled or non-scheduled passenger flights.



moving 10 year average number of fatal accidents per year for a number of flight natures

## FLIGHT PHASE

Compared to the year before, 2004 showed a increase again in the number of approach and landing accidents, which is one of the four most pressing safety problems facing the aviation industry according to the Flight Safety Foundation. In 2004 they accounted for 46% of all accidents, compared to 32% in 2003, 54% in 2002 and 38% in 2001.

Phase	2004	2003	2002	2001	2000	1999
Standing	0	0	0	1	0	0
Takeoff	2	2	1	3	3	2
Initial climb	2	4	1	2	4	2
En route	8	9	14	15*)	13	21
Maneuvering	0	2	2	0	1	0
Approach	9	8	17	12	11	11
Landing	3	0	2	1	3	8
Unknown	2	0	0	0	1	1
<b>Total</b>	<b>26</b>	<b>25</b>	<b>37</b>	<b>34</b>	<b>36</b>	<b>45</b>

\*) incl. 5 other occurrences (shutdown + 4 hijackings)

1999: 1 landing, 2 En route accidents shutdown & criminal act

## AVIATION SAFETY PRIORITIES

Analyzing last year's accidents and comparing them with the four aviation safety priorities, identified by the Flight Safety Foundation (FSF), it can be concluded that much work still needs to be done:

### Controlled flight into terrain (CFIT)

CFIT accidents in 2004 were probably responsible for almost 30% of all fatal accidents. Some 8 accidents were CFIT-related, totalling 59 fatalities.

### Approach and landing

Twelve accidents happened in the approach and landing phase last year. On February 10 for instance, a Kish Air Fokker 50 crashed on finals when both props went into reverse, killing 43 of the 46 occupants.

### Loss of control

Again several accidents last year can be attributed to a loss of control of some kind. In January for instance, a Boeing 737 entered a high-speed descent with a extreme bank angle until it struck the sea off Egypt.

### Human factors

It's too early to tell in what cases flight crew actions were a causal factor in accidents in 2004. However the March 4 crash if an Ilyushin cargo plane was attributed to poor intra-crew communication.

Please bear in mind that human factors does not mean "pilot error"; in human factors it is important to determine which mistakes were made, why, under what circumstances etc.

## APPENDIX 1 – List of airliner types covered

**ATR-42, ATR-72**  
**Airbus** A.300, A.310, A.318, A.319, A.320, A.321, A.330, A.340  
**Airspeed** AS.57 Ambassador  
**Antonov** 8, 10, 12, 22, 24, 26, 28, 30, 32, 38, 70, 72, 74, 124, 140, 225  
**Armstrong Whitworth** Argosy  
**Aviation Traders** ATL-98 Carvair  
**Avro** 685 York, 688 Super Trader, Tudor, 691 Lancastrian  
**BAC** One-Eleven  
**BAC/Aérospatiale** Concorde  
**Beechcraft** 99, 1900  
**Boeing** C-97, 307, 314, 377, 707, 720, 717, 720, 727, 737, 747, 757, 767, 777  
**Breguet** Br.763 Provence  
**Bristol** 170, 175 Britannia  
**British Aerospace** ATP, BAe-146, Jetstream 31, Jetstream 41  
**Canadair** Argonaut, CL-215, CL-415, CL-44, RJ100/200/700  
**CASA/Nurtanio** 212 Aviocar, CN.235  
**Cessna** 208 Caravan 1  
**Consolidated** Liberator, PB4Y-2 Privateer, PBY-5A Catalina  
**Convair** CV-240, CV-300, CV-340, CV-440, CV-580, CV-600, CV-640, CV-880, CV-990  
**Curtiss** C-46  
**Dassault** Mercure  
**de Havilland Canada** DHC-3 Otter, DHC-4 Caribou, DHC-5 Buffalo, DHC-6 Twin Otter, DHC-7, DHC-8  
**de Havilland** DH-86 Express, DH-106 Comet, DH-114 Heron  
**Dornier** Do-228, Do-328, Do-328JET  
**Douglas** DC-2, DC-3, DC-4, DC-6, DC-7  
**Embraer** 110 Bandeirante, 120 Brasilia, ERJ-135/140/145, 170  
**Fairchild** C-82 Packet, C-119 Flying Boxcar, F-27, FH-227  
**Fiat** G.212  
**Focke-Wulf** FW.200 Condor  
**Fokker** F.XII, F-27 Friendship, F-28 Fellowship, 50, 70, 100  
**Ford** AT-5 Tri-Motor  
**GAF** Nomad  
**Grumman** G-159 Gulfstream I  
**Handley Page** HP.68/81/82 Hermes, HP-137 Jetstream, HPR.7 Herald  
**Hawker Siddeley** HS-121 Trident, HS-748  
**Hindustan Aeronautics Ltd.** HAL-748  
**Howard** 250, 500  
**IAI** Arava  
**Ilyushin** 12, 14, 18, 62, 76, 86, 96, 114  
**Junkers** Ju-52/3m  
**Latécoere** 631  
**Let** 410, 610  
**Lockheed** 18 Lodestar, Hercules, L-049/149 Constellation, L-649/749 Constellation, L-1049 Super Constellation, L-1649 Starliner, L-188 Electra, L-1011 TriStar  
**Martin** 130, 2-0-2, 4-0-4  
**McDonnell Douglas** DC-8, DC-9/MD-80s/MD90, DC-10, MD-11  
**Miles** Marathon  
**NAMC** YS-11  
**Nord** 2501 Noratlas, 262  
**Pilatus Britten Norman** BN-2A Trislander  
**SAAB** Scandia, 340, 2000  
**Saunders** ST-27  
**Savoia-Marchetti** SM.95  
**Scottish Aviation** Twin Pioneer  
**Short** S.25 Mk.5 Sandringham, S.26 G Class, S.45 Solent, 330, 360, SC.7 Skyvan  
**Sikorsky** S.42, S.43  
**SNCASE** SE.161 Languedoc, SE.2010 Armagnac  
**SNCASO** SO.30

**Sud Aviation** SE-210 Caravelle  
**Swearingen** Merlin IV, Metro  
**Transall** C-160  
**Tupolev** 104, 114, 124, 134, 144, 154, 204, 234, 334  
**VFW**-614  
**Vickers** Vanguard, Varsity, VC-10, Viking, Viscount  
**Yakovlev** 40, 42  
**Yunshuji** Y-12

## APPENDIX 2 – Descriptions of all fatal airliner accidents

<b>03 JAN 2004</b>	Boeing 737-3Q8	SU-ZCF	Flash Airlines	15 km S off Sharm el Sheikh (Egypt)	148(148) +
<p>Weather was perfect (excellent visibility, 17 degrees C and a light breeze) when Flash Air flight 604 departed the Red Sea resort of Sharm el Sheikh for a flight to Paris-CDG with an intermediate stop at Cairo. On board were 135, mostly French, holidaymakers who were heading home.</p> <p>At 04:38 the flight was cleared to taxi to runway 22R for departure. After takeoff, at 04:42, the plane climbed and manoeuvred for a procedural left turn to intercept the 306 radial from the Sharm el-Sheikh VOR station. When the autopilot was engaged the captain made an exclamation and the autopilot was immediately switched off again. The captain then requested Heading Select to be engaged. The plane then began to bank to the right. The copilot then warned the captain a few times about the fact that the bank angle was increasing. At a bank angle of 40 degrees to the right the captain stated "OK come out". The ailerons returned briefly to neutral before additional aileron movements commanded an increase in the right bank.</p> <p>The aircraft had reached a maximum altitude of 5460 feet with a 50 degrees bank when the copilot stated: "Overbank". Repeating himself as the bank angle kept increasing. The maximum bank angle recorded was 111 degrees right. Pitch attitude at that time was 43 degrees nose down and altitude was 3470 feet.</p> <p>The observer on the flight deck, a trainee copilot, called "Retard power, retard power, retard power". Both throttles were moved to idle and the airplane gently seemed to recover from the nose-down, right bank attitude. Speed however increased, causing an overspeed warning. At 04:45 the airplane struck the surface of the water in a 24 degrees right bank, 24 degrees nose-down, at a speed of 416 kts and with a 3,9 G load.</p> <p>The wreckage sank to a depth of approx. 900 metres.</p>					
<b>13 JAN 2004</b>	Yakovlev 40	UK-87985	Uzbekistan Airways	Tashkent Airport (TAS) (Uzbekistan)	37(37) +
<p>Uzbekistan Airways' flight HY 1154, the evening flight from Termez to Tashkent, departed Termez with a crew of five and an almost full load (32) of passengers. Weather was poor as the flight approached the airport. After reporting capturing the glideslope the air traffic controller reported a vertical visibility of 60 m and a runway visual range of 1300 m. About 12,5 km out, the aircraft's rate of descent increased, causing it to descend below the glideslope. The rate of descent was arrested at a height of 170 m, 8 km from the threshold of runway 08L and they continued in level flight. At the Outer Marker (3,5 km from the runway) they should have started their initial approach, but the crew continued level flight thus flying above the glideslope now. With 2,5 km to go the airplane descended slightly at 1-1,5 m/sec. At the Inner Marker the descent rate increased to 2-2,6 m/sec. The crew then probably saw the runway lights below them. The engines were brought back to idle and reverse thrust was applied at a height of 60 m. When it appeared that they would not be able to land given the remaining runway length, reverse thrust was deselected and engine power was increased. At that point the airplane touched down 260 m past the end of the runway. It continued until the right wing struck a concrete building. The plane then lost the left wing wing before it crashed through a concrete wall. The airplane broke up, crashed into a ditch and caught fire. The METAR report around the time of the accident read:&lt;BR&gt; UTTT 131400Z 23003MPS 180V250 0350 R08L/0900N FG VV001 01/01 Q1026 TEMPO 0200 FG VV001 08CLRD70=&lt;BR&gt; UTTT 131500Z 22002MPS 0200 R08L/0600N FG VV001 01/01 Q1026 NOSIG 08CLRD70=&lt;BR&gt;</p>					

<b>28 JAN 2004</b>	Beechcraft 1900D The Sonatrach company chartered one of Tassili Airlines' Beechcraft 1900D planes to fly two employees from the oil fields near the Algerian Sahara town of Hassi R'Mel to Ghardaia. The Beech took off at 20:36 and arrived near Ghardaia twenty minutes later. The pilot carried out a visual approach to the field, but he had to go around because another plane which had just arrived from Djanet, was still on the runway. While maneuvering for another approach, the contacted the ground. The aircraft sustained serious damage; a.o. the right wing was torn off. The five occupants survived the impact, but the co-pilot died a day later of his injuries.	7T-VIN	Tassili Airlines	10 km from Ghardaia (Algeria)	1(5) +
<b>10 FEB 2004</b>	Fokker 50 The Fokker lost control and crashed while on final approach to Sharjah's runway 12. Preliminary investigation results indicate that both props went into reverse at a distance of 2,5 miles short of the runway. The Fokker 50 then descended fast, made a left turn and crashed.	EP-LCA	Kish Air	3 km from Sharjah (United Arab Emirates)	43(46) +
<b>04 MAR 2004</b>	Ilyushin 76MD The Ilyushin freighter departed Ankara, Turkey for a cargo flight to Kabul, Afghanistan. In Ankara the airplane was loaded with 39980 kg of cargo. The next stop was Baku, Azerbaijan for refueling. The airplane took 47 tons of fuel, bringing the takeoff weight to 189 tons, and the centre of gravity to 29,3% MAC, which was within the prescribed limits. During the eight-hour stopover the crew decided to rest in the aircraft instead of a hotel. As the aircraft started taxiing to the runway the flight engineer was heard saying that he would select the flaps at 30 degrees and slats at 14 degrees for takeoff. This however was not done. Prior to takeoff the position of the flaps was not verified by any of the crew members. Takeoff was thus commenced with flaps and slats retracted and the stabilizer trimmed at the takeoff position -4 degrees (corresponding to actual takeoff weight, CofG and flaps at 30 ). At a speed of 210 km/h the pilot pulled on the control column to lift off the nose gear. At a calculated unstick speed of 265 km/h the angle of attack reached 9 degrees but the plane did not lift off the runway. Accelerating through 290 km/h the angle of attack of the aircraft reached 14,5 degrees, setting off the angle of attack warning on the flight deck. Some 1750 metres down the runway, the aft fuselage struck the runway. Seventy metres further on, at a speed of 300 km/h and an angle of attack of 19,4 , the Ilyushin lifted off the runway. The air traffic controller who witnessed the departure advised the crew to abort the takeoff, but the captain apparently continued. The airplane rolled to the left until the wing contacted the runway. Then the flight engineer noted his error and, without informing the captain, began extending the flaps and slats. Again without informing the captain, the flight engineer brought back the power levers of the four engines to idle. After three seconds he moved them from idle to the 'engine shutdown' position. The captain three times yelled "takeoff" but the engines were already shut down. After flying for 490 metres the aircraft struck the ground and crashed.	UR-ZVA	Azov-Avia Airlines	near Baku Airport (BAK) (Azerbaijan)	3(7) +
<b>07 MAY 2004</b>	Let 410UVP The twin-engined Let plane was chartered from Air Cush by Sudanese Women in Development and Peace to deliver relief supplies to a school project in Ayod. The plane was flown by two pilots from New Zealand. According to the owner of the plane cargo shifted after takeoff, causing the centre of gravity to shift to a point where the plane stalled and crashed. A senior aid official in Sudan confirmed that six people died and four survived the accident, despite earlier reports of as many as 12 or 14 dead.	9XR-DC	Air Cush	Jiech (Sudan)	6(10) +

<b>12 MAY 2004</b>	Antonov 12BP	ST-SIG	El Magal Aviation	near Dalang (Sudan)	1(7) +
	The Antonov 12 reportedly crashed in a thunderstorm. On board were two Armenians, two Iraqis and three Sudanis. One of the Armenians had survived the crash but died later in a nearby hospital in Dalang. The An-12 cargo plane had started operations in Sudan on May 5, 2004 completing only seven flights before it crashed.				
<b>14 MAY 2004</b>	Embraer 120ER Brasilia	PT-WRO	Rico Linhas Aéreas	33 km from Manaus, AM (Brazil)	33(33) +
	The Embraer 120 airplane was on a domestic flight from São Paulo de Olivença to Manaus via Tefé. While 20 nm out of Manaus, air traffic control instructed the pilot to leave the landing pattern. The airplane proceeded under radar vectoring and confirmed it had reached 2,000 feet at 18:34. This was the last contact with the flight. The wreckage of the airplane was located at 18:50 about 18 nm from the airport, in a heavily forested area. There were no survivors.				
<b>18 MAY 2004</b>	Ilyushin 76TD	4K-AZ27	Azal Cargo	near Urumqi (China)	7(7) +
	The Ilyushin freighter, loaded with clothes and convenience goods, departed Taiyuan, China at 05:50 for a cargo flight to Riga, Latvia. Intermediate stops were planned at Urumqi and Baku, Azerbaijan. The airplane touched down at Urumqi at 09:10, taxied to the apron where it was refueled. At 10:48 the flight took off from Urumqi for the next leg to Baku. Some two minutes after takeoff the plane apparently descended, crashing nose-first into a farm. The Il-76 was reportedly owned by Silk Way Airlines and leased to Azal. The METAR report for Urumqi for the accident time (ca. 02:50 Z) read: ZWWW 180200Z 17010MPS CAVOK 30/M32 Q1012 NOSIG= ZWWW 180300Z 16010MPS CAVOK 33/M30 Q1011 NOSIG=				
<b>23 MAY 2004</b>	Let 410UVP-E3	5Y-VVD	Blue Bird Aviation	30 km S of Mwingi (Kenya)	2(2) +
	The Let 410 departed Nairobi at 06:52 on a cargo flight to Somalia. The airplane, which carried 55 bags of miraa (khat) weighing 1,500 kilogrammes, crashed in an open field after colliding in flight with Let 410 5Y-VVA (msn 962633). The latter landed safely, although damaged.				
<b>25 MAY 2004</b>	de Havilland Canada DHC-6 Twin Otter 300	9N-AFD	Yeti Airlines	W of Lukla (Nepal)	3(3) +
	Crashed into the Lamjura hill while on approach to Lukla. At that the time of the crash there was heavy cloud buildup over the 3,600 m Lamjura Pass which planes have to cross to get into Lukla.				
<b>08 JUN 2004</b>	Hawker Siddeley HS-748-232 Srs.2A	TR-LFW	Gabon Express	near Libreville (Gabon)	19(30) +
	Gabon Express flight 221 departed Libreville at 09:11 for a domestic flight to Franceville. Technical problems forced the crew to return to Libreville. While heading back for Libreville, the HS-748 crashed 100m offshore.				
<b>26 JUN 2004</b>	Lisunov Li-2T	RA-1300K	Global Edge	2 km from Moskva-Myachkovo Airport (Russia)	2(5) +
	The Li-2T RA-1300K, the only airworthy Li-2 in Russia, departed Myachkovo Airport at 18:45. After takeoff, one of the engines reportedly lost				

power. The pilot could not maintain altitude and the wing struck a house near the Ryazansk highway. The Li-2 crashed and broke up. The pilot and navigator were killed in the accident, as was a dog on the ground.

**12 JUL 2004** Convair CV-440 N4826C Dodita Air Cargo 54 km S off Beef Island, British Virgin Islands [Caribbean Sea] (Atlantic Ocean) 1(2) +

A Convair CV-440, operated by Dodita Air Cargo, departed San Juan on an early morning VFR flight to Sint Maarten, carrying a cargo of perishable food.

After leveling off at 5,500 feet msl, the crew noticed that the right engine cylinder head temperature and oil temperature was about 10 degrees above normal. Shortly after, both pilots noticed a sharp decrease in the right engine brake mean effective pressure followed by vibration in the engine. A fire started around the front lower cylinders. The captain feathered the right engine propeller, pulled the Emergency handle and fired the main and reserve fire extinguishing bottles. The fire however had extended to the whole front of the engine cylinders. The burning engine fell off the plane's wing and the crew prepared for a ditching. During the emergency landing one of the wings broke off and the airplane sank into 1,000 feet of water. The co-pilot was rescued by a Coast Guard helicopter. The captain was declared missing and had not been found after a full day of searching.

**29 JUL 2004** de Havilland Canada DHC-6 Twin Otter 300 P2-MBA Airlines of PNG near Ononge (Papua New Guinea) 2(3) +

The Twin Otter departed Port Moresby on its weekly cargo flight to Ononge, carrying store goods. Ononge airstrip is located at an elevation of 1792 metres in the rugged Gailala region. It has a single 500-metre runway 16/34 of which, due to the 7% slope, only the runway 34 direction can be used for approach. The airplane reportedly approached Ononge shortly after 10:00. Because of a cloud cover the approach had to be abandoned. The pilot probably decided to head for Yongai airport, located 27 km to the East of Ononge. Then in a mountain valley at an elevation of 2,286 metres above sea level the aircraft collided with trees and crashed. The wreckage was found a day later and only the loadmaster had survived the crash.

**13 AUG 2004** Convair CV-580 N586P Air Tahoma 1 km S of Cincinnati/Northern Kentucky Airport, KY (CVG) (United States of America) 1(2) +

The Convair, owned by Air Tahoma, was carrying overnight delivery packages under contract to DHL Worldwide Express. It was on a visual approach to runway 36R at Cincinnati/Northern Kentucky Airport when the pilot reported engine trouble. The aircraft crashed on the sixth hole at the World of Sports golf course, just south of the airport and broke up.

**17 AUG 2004** Beechcraft 99 N199GL Alpine Aviation 11 km NE of Neihart, MT (United States of America) 2(2) +

The airplane departed Billings at 23:05 carrying 2,665 pounds of mail on behalf of the U.S. Postal Service to Kalispell. It crashed 175 feet below the summit of Big Baldy Mountain near Rhoda Lake. Around the time of the accident there were thunderstorms in the area.

**05 OCT 2004** Antonov 12 ST-SAF ? Sarit Airlines near Higlig (Sudan) 4(4) +

The Antonov, piloted by four Russian crew members, reportedly left El Obeid around 11:35 for a flight to Juba. Weather circumstances forced the crew to divert to Higlig. The aircraft crashed, killing al aboard. The identity of the plane has not been confirmed.

- 14 OCT 2004** Boeing 747-244BSF 9G-MKJ MK Airlines Halifax International Airport, NS 7(7) + (YHZ) (Canada)  
At 00:03 local time MK Airlines flight 1602 departed Windsor Locks-Bradley International Airport for a flight to Zaragoza, Spain with a cargo of lawn tractors. An intermediate stop was made at Halifax to pick up 53,000 kilograms of lobster and fish. Weather was fine as the airplane was cleared to taxi to runway 24 (8800 ft / 2682 m long) for departure. At 03:47 The crew were requested to taxi use taxiway delta and hold short of the runway. After three minutes they were cleared to backtrack on runway 24. Take-off clearance was then given at 03:52 and the crew conducted rolling take-off from near the end of Runway 24. The Boeing 747 accelerated down the runway, but was unable to pick up enough speed. The tail contacted the runway and at a speed of about 130 kts, 30 kts below take-off speed, the aircraft overran the runway. The tail smashed against a berm, causing it to separate from the main fuselage. The airplane skidded into a wooded area and began to break up. The wings separated and a fire started, which consumed the fuselage. The investigation is focusing on an improper thrust setting on takeoff.
- 14 OCT 2004** Canadair CRJ200LR RegionalJet N8396A Pinnacle Airlines/Northwest Airlink Jefferson City, MO (United States of America) 2(2) +  
During a scheduled 07:45 departure from Little Rock to Minneapolis, an Indicating Crew Alerting System (ICAS) message stating "R 14th duct" occurred during take-off and the flight crew aborted the take-off and returned to the gate. Two mechanics replaced the 14th stage bleed air-sensing loop on the right engine and tested the system. At the end of the day the aircraft was to be repositioned to Minneapolis. The RegionalJet departed Little Rock at 21:21 and started climbing to FL410. At approximately 21:52, the flight crew acknowledged to Kansas City Air Route Traffic Control Center (ARTCC) that they were at FL410. Then the stick shaker and stick pusher activated several times before the airplane entered an aerodynamic stall. Almost simultaneously, both engines shut down. The air-driven generator was automatically deployed and supplied the backup alternating current power to the airplane. At about 21:54, the flight crew asked for a lower altitude. and declared an emergency. At about 21:59 the flight crew requested an altitude of 13,000 feet. At 22:08, the flight crew stated that they had a double engine failure and that they wanted a direct route to any airport. Kansas City ARTCC directed the flight to Jefferson City Airport. At about 22:13, the flight crew stated that they had the runway approach end in sight. The airplane did not make it to the airport and crashed and broke up in a residential area. about two miles from the airport. A large fire erupted.
- 15 OCT 2004** Douglas DC-3C HK-1503 Aerovanguardia near Medellín (Colombia) 3(3) +  
Douglas DC-3 HK-1503 departed Villavicencio at 06:30 in the morning for a cargo flight to Medellín-José María Córdova Airport. At 07:35 the air traffic controller radioed that weather conditions at the airport were poor due to fog. The captain then decided to divert to Medellín-Enrique Olaya Herrera Airport. While descending, the airplane struck electricity wires and crashed into a wooded area.
- 19 OCT 2004** Bae 3201 Jetstream 32EP N875JX Corporate Airlines / American Connection 6,5 km S of Kirksville Regional Airport, MO (IRK) (United States) 13(15) +

of America)

Crashed in a wooded area on approach to Kirksville. Eight people are reported dead, five people were missing and there were two known survivors.

METAR around the time of the accident (ca 00:33Z):<BR>

KIRK 192355Z AUTO 03007KT 6SM BR OVC007 09/09 A2995 RMK AO2 CIG 004V009 SLP1486//// T00940089 53011 TSNO=<BR>

KIRK 200019Z AUTO 04005KT 3SM BR OVC003 09/09 A2995 RMK AO2 TSNO=<BR>

- 18 NOV 2004** British Aerospace BAe 3101 YV-1083C Venezolana - Linea Aerea Caracas-Simon Bolivar Airport 4(21) +  
Jetstream 31 Bolivariana (CCS) (Venezuela)  
While attempting to land on runway 09, the Jetstream collided with the fire station to the right of the runway. The METAR around the time of the accident read: SVMJ 181700Z 29005KT 9999 -DZ BKN013 26/26 Q1013= (wind 290 degrees at 5kts, visibility >10000m, light drizzle, 5-7 oktas cloud at 1300ft, temperature 26C dewpoint 26C QNH 1013hPa). A heavy thunderstorm was approaching the airport containing 3-4 oktas cloud at 1200ft.
- 21 NOV 2004** Canadair CRJ200LR RegionalJet B-3072 China Yunnan Airlines near Baotou Airport (BAV) 53(53) + 1  
(China)  
Crashed into a frozen lake in Nanhai Park just two kilometers past the runway. Reportedly the aircraft struck a park ticket office, killing a park employee, before it crashed into the water.
- 30 NOV 2004** McDonnell Douglas MD-82 PK-LMN Lion Airlines Solo City-Adi Sumarmo Airport 26(154) +  
(SOC) (Indonesia)  
The MD-82 landed on the rain-slicked runway at Solo City Airport. The airplane overran the runway and crashed into a metal fence of a cemetery. Photos showed the trust reversers of both engines were deployed. According to investigators the airplane's spoilers had not activated after touchdown.  
There are conflicting reports regarding the number of occupants (154, 163).
- 11 DEC 2004** Embraer 110 Bandeirante PT-WAK NHR Táxi-Aéreo Uberaba Airport, MG (UBA) 2(2) + 1  
(Brazil)  
The Bandeirante departed São Paulo on an early morning mail flight on behalf of TOTAL Linhas Aéreas. It crashed onto a house in the Rua Uirapuru, killing one person inside.
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