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The 2014 tragedy of the missing Malaysian Airlines Flight MH370 with hundreds on board presumed dead (pages 2-90)
The 2014 tragedy of the missing Malaysian Airlines Flight MH370 (a Boeing 777 jet) with hundreds on board presumed dead

Sally Ramage

Boeing 777 commercial jet plane disappears over Indian Ocean on 8 March 2014

Amongst the two most alarming transport tragedies in 2014 is the missing airplane MH370 which was to arrive in Beijing on 8 March 2014. Aircraft flight MH370 was an older version of Boeing’s 777 and carried a Rolls Royce engine, of which there are 500 such engines on 220 aircraft still in operation today having entered service in 1995. The fate of Malaysia Airlines flight MH370, which vanished from radar en route to Beijing from Kuala Lumpur in Malaysia, dominated headlines globally for many weeks after the tragedy occurred. A commentary in the Beijing Times noted that China's Premier Li Keqiang stated:

1 SALLY RAMAGE®- law publishers. See http://www.criminal-lawyer.org.uk/
2 See www.boeing.com/.
3 Engine manufactured by Rolls Royce Holdings Plc. See www.bloomberg.com/quote/RR:/LN
4 We remember that on 4 February 1966, a Boeing 727 made its way to its destination and suddenly there was nothing on radar as the plane simply disappeared from air traffic controllers’ computer screens. However it was found soon after and all its passengers were dead. The cause of the crash has still not been decided today and the conclusion was open, neither aircraft malfunction nor any other reason was found.
‘When the citizens are out of the country, their dignity is closely linked to the dignity of the country. When the country is strong and prosperous, especially if it respects the citizens and protects them, citizens will feel confident and proud when they are abroad.’

Also making similar sentiments was the new president of the ICAO, who said in Montreal:

’...Aviation today faces many challenges but its role in expanding tourism and market access has never been more important to modern society and to the local, regional and global economic players who rely so significantly today on safe and dependable air transport connectivity....’.

The MH370 airplane cockpit

The 777 Boeing jet has a panel of hundreds of buttons above his head from where he can switch off electrical any of the electrical systems in order to isolate any one electrical system, should it overheat or catch fire. If the pilot should switch any one off, an orange warning light would appear on a screen in front of the crew and this would alert the co-pilot. However, the pilot may not know of every system the

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5 See http://www.icao.int/Newsroom/Pages/ICAO-council-elects-new-president.aspx.
6 Boeing 777 is a long-range, wide-body, twin-engine jet plane manufactured by Boeing Commercial Airplanes. It is the world's largest twinjet and has a typical seating capacity for 314 to 451 passengers, with a range of 5,235 to 9,380 nautical miles (9,695 to 17,372 km). It boasts the largest-diameter turbofan engines of any aircraft, with six wheels on each main landing gear, and a circular fuselage cross-section, plus a blade-shaped tail cone.
aircraft has onboard that communicates with satellites. This might explain how this aircraft sent out 'pings' despite everything else being switched off.

**Passengers' nationality**

Many of the passengers were Chinese. On board the commercial flight were people of several nationalities:

<table>
<thead>
<tr>
<th>Country</th>
<th>Number of Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>China</td>
<td>153</td>
</tr>
<tr>
<td>Malaysia</td>
<td>38</td>
</tr>
<tr>
<td>Iran</td>
<td>2</td>
</tr>
<tr>
<td>United States of America</td>
<td>3</td>
</tr>
<tr>
<td>Canada</td>
<td>2</td>
</tr>
<tr>
<td>Indonesia</td>
<td>7</td>
</tr>
<tr>
<td>Australia</td>
<td>6</td>
</tr>
<tr>
<td>India</td>
<td>5</td>
</tr>
<tr>
<td>France</td>
<td>4</td>
</tr>
<tr>
<td>New Zealand</td>
<td>2</td>
</tr>
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<td>Ukraine</td>
<td>2</td>
</tr>
<tr>
<td>Russia</td>
<td>1</td>
</tr>
<tr>
<td>Taiwan</td>
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</tr>
<tr>
<td>Netherlands</td>
<td>1</td>
</tr>
</tbody>
</table>

**The Chinese passengers included many holidaymakers**

Chinese society is no longer in an era of poverty and life is no longer cheap. Thus, Chinese citizens, like those in many other rich countries, expect safe food products; clean air; safe and drinkable water; as well as security of transportation whether by air, land or sea.
Chinese families blamed Malaysian Airport incompetence

The Chinese criticised Malaysia for not responding swiftly during the initial stages when they became aware that flight MH370 was missing, and accused them, backed by the media, of loopholes in security checks at Malaysia's Kuala Lumpur International Airport. However, it must be said that it was Beijing Airport which must have been the first agency to realize that the plane was missing. It was also revealed that the airplane MH370's transponder was deliberately switched off. A former Boeing 777 pilot had spoken of how easy it is to switch off most of the systems that track an aircraft. Most pilots would know how to do this but traditional radar would still pick up the presence of a plane.

Civil radar – Malaysia

Most commercial aircraft systems consist of the transponder, the radio, the ACARS etc, which have an ‘off’ switch and every electrical system on the airplane includes a circuit-breaker.

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7 A 'transponder' is an electronic device that produces a response when it receives a radio-frequency interrogation. Aircraft have transponders to assist in identifying them on air traffic control radar; and collision avoidance systems have been developed to use transponder transmissions to detect aircraft at risk of colliding with each other.


9 The Boeing 777 it has computer-mediated controls and it is the first entirely computer-designed commercial aircraft.
Military radar-Malaysia

Radar has been one of the most important elements of military equipment for over 60 years now. From initially being used purely as an air-defense tool, they are now used in a range of tasks from urban operations to ballistic missile defence.

Notably, at 2:15 am, on 8 March 2014, Malaysian military radar allegedly plotted Flight MH370 at a point allegedly south of Phuket Island in the Strait of Malacca, west of its last known location.

Military radar - China

There are many highly developed radar systems in position in this area of Asia. China, the original destination for the flight, is guarded by military radar systems at high elevations in its border areas and even in its interior, where the People’s Liberation Army controls most of the country’s airspace. Unsurprising news is that China has radar installations on mountains with overlapping coverage with ability to look deep into neighboring countries. The border between India and Pakistan is highly militarized, and radar experts and Indian military officials discounted the possibility that a jetliner could pass through the area undetected.

Military radar-United States in Afghanistan

Farther northwest, the United States Air Force has its own radar installations in Afghanistan to protect air bases there from intruders.
Military radar- Australia

The Australian military has an over-the-horizon radar network that allows it to observe all air and sea activity north of Australia for up to 3,000 km (1,860 miles). This encompasses all of Java, Papua New Guinea and the Solomon Islands. 10

Civil radar-Australia

There are just two primary radars on the west Australian coast, one in Perth and one further north in Paraburdoo, which has even less range and is used to monitor mining traffic heading to the nearby Pilbara region. 11

Military radar-Thailand

However, Thailand's military radar allegedly logged what may have been the Boeing 777 jet plane Flight MH370 as having 'turned west and then north over the Andaman Sea'. 12 No other military radar or satellite information was forthcoming from any other country, therefore even this information cannot be verified without examining Malaysia's military radar equipment. Expert have said that 'if the missing Malaysia Airlines jetliner flew north over the Asian mainland after it lost contact with ground...

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11 Ibid 10.
12 This too could be incorrect, as the 'pings' were. If there was an explosion on the aircraft over the ocean, it would have dropped away from radar at that point but it would have fallen into the sea there and then, like the Lockerbie bomb caused Flight 103 to do. Everyone on board would have died and sunk with the projectile to the bottom of the sea. Just 2.2 pounds of explosives was able to destroy Flight 103 over Lockerbie in Scotland.
controllers on March 8, it would have had a difficult time avoiding detection by Chinese, Indian or American radar...Experts on the radar systems in use in the area say that a Boeing 777, which has a large radar profile, would more likely than not have been detected by Chinese and Indian air defense forces and by American forces in Afghanistan...'.13 Added to this time has gone by and the 'golden hour' for airplane incidents has knowingly long passed.

**Airplane security issue**

Security at the Kuala Lumpur International Airport in Malaysia was in question after it was discovered that two passengers boarded the plane with stolen passports, raising questions about security at the Kuala Lumpur International Airport. *Air Safe News*14 reported in an article on 11 March 2014 that the persons holding the two fake passports should have been stopped at the immigration counter.

**Legal responsibility for crash of MH370**

As an aircraft carrier from Malaysia to China, Malaysia bears responsibility. The manufacturer of the airplane, Boeing, also bears responsibility, especially as Boeing knew months before about fuselage changes as per new regulations from 6 June 2014-an accident waiting to happen?

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**Fatal mechanical accident possibility**

If the aircraft MH370 had suffered a fatal mechanical accident at high altitude then Malaysian Airlines and Boeing also may be culpable for negligent corporate manslaughter of the 329 dead people and their senior officers should have criminal charges brought against them. This is no matter for the gossip of news reporters hearsay but an urgent police matter.

**Terrorist outrage possibility**

If, however, this can be proved that to be a terrorist incident, then the Kuala Lumpur airport security and airport document-checking equipment must have serious security problems. The Malaysian Airlines Corporate Governance policies must be examined carefully for breach of international compliance rules. If the airplane MH370 was destroyed by factors of nature compounded with fuel, for example, all airlines around the world, including Malaysia Airlines, must learn from this tragedy and so a very public and transparent inquiry is necessary, holding no hostages.

**Incorrect place of search caused all evidence to perish - possibility**

Did airplane flight MH 370 really crash where Inmarstat assert? The aircraft MH370 is still missing as at 19 June 2014 even though 25 countries including Malaysia, Vietnam, China and the United States and United Kingdom joined in the search and organised information.
**Hacker sabotage for fun - possibility**

For this very large, high technology 777 jet plane to go missing illustrates that there is *no fully secure global coverage of the human information network*, and that there are many gaps and dead ends in the system. Yet man has ventured to the Moon and Mars. How can this be? Surely it points to independent disjointed airlines with different countries protecting their trade and their industry. However this should not stop uniform agreed policies to be implemented globally for aircraft with a global aircraft policing/tracking to be set up immediately.

**Tracking-system failure - possibility**

The tracking system lost contact with the Boeing 777 aircraft MH370, causing concern in China. The Chinese people have suffered 154 passenger deaths on this flight MH370 because, with the rapid development of China's civil aviation, more and more people can now afford to travel by plane today.

**China's people deserve better treatment- passengers' relatives deserve US $ millions - damages from aircraft manufacturer Boeing**

Malaysia is one of the most popular tourist destinations for holiday-makers from China. All of makes piquant the tragic loss and grief in China. China is no longer a poor country and life is no longer cheap. China’s people aspire to food safety, air and water safety, and a guarantee of traffic safety and this tragedy has made China
insecure. This tragedy is also a serious security risk for China because the number of outbound Chinese citizens has been highest in the world's air traffic.

China has accounted for the biggest global ‘floating population’ ratio in the world. China is a country shooting toward modernisation, and this missing airplane MH370 causes a risk to its already fragmented national security. Therefore the investigation of missing airplane MH370 needs be thoroughly and vigorously investigated. Such an aircraft investigation always takes time and China's domestic airlines should also check their own airplanes' maintenance and security.

**History of industry and transport in Malaysia**

It is necessary to examine the history of Malaysia if one is to draw any sensible conclusions as to the possibility that flight MH370 may have been blown up by terrorists. In 1896 Malaysia was known as the Federated Malay States, presided over by a British Resident-General at Kuala Lumpur in the heart of the tin-mining district. A British colonial infrastructure was eventually formed, with public buildings; municipal services; rubber plantations; and roads and railways.

Indentured labourers from south-east India (Tamils) and Sri Lanka travelled to Malaysia to work as cheap labour in the rubber plantations. The continued road construction using the cheap indentured labour; in fact a form of British human trafficking facilitated a boom in the rubber industry. Human trafficking is an old and complex, phenomenon. Even before our present age of globalization and transnationalism, demand for cheap labour and services fuelled this trafficking trade
which is deeply rooted in different cultural and historical contexts. Human traffickers shared those roots with their respective Diasporas the world over. They continue to do so today even.15

In the 1880s, rubber plants were transported to Malaysia from Brazil by British businessmen. By 1913 rubber production surpassed tin mining, gold mining and antimony mining in Malaysia. After the war and the American attack on Pearl Harbour, when Imperial Japan became a force to be reckoned with in Malaysia, the British retreated to Singapore and continued to control Malaysia.

Japan later controlled Malaysia from Singapore. Thailand allied itself with Japan and was granted control of the Northern Malay states from 1943. Even in 1975, Malaysia was still facing a stubborn communist insurgency and the aftermath of racial tensions which had exploded in the 13 May riots in 1969. In Malaysia, the Malayan Communist Party ended its armed struggle in 1989 after signing a Tripartite Peace Accord with the governments of Thailand and Malaysia.

In Thailand, the Malay-Muslim armed separatist movement consisted of a variety of small armed groups which had battled for decades for separation due to their strong sense of historical nationhood and their much greater empathy with ethnic and religious kin in Malaysia but after the 9/11 terrorist outrage in New York, United States, the Malaysian government deported the renegade Moro leader Nur Misauri back to the Philippines in January 2002 to face charges of armed rebellion. Also, Malaysia agreed with Indonesia to exchange intelligence information to combat

terrorism and all the states in the Association of South East Asian Nations ('ASEAN') adopted a multilateral cooperation in intelligence sharing, establishing uniform laws in May 2002 to cut off terrorist financing. After the Bali terrorist attack in 2002, there was an ASEAN Summit in October 2002 at which was endorsed measures against money laundering and terrorism financing, as well as the establishment of a Regional Counter-Terrorism Centre in Kuala Lumpur.

The group called the Thai-Malay Muslims was snubbed for government jobs in visibly prosperous Malaysia and provided an unwelcome comparison to politically dominant Malaysians who were seen to be reaping the benefits of the pro-bumiputra New Economic Policy. Yet the Thai-Malay Muslims asserted and reinforced their cultural, ethnic and religious identity in the face of attempts at assimilation prior to 1977. The Malaysian Government was wary of assisting guerillas as the Thai government did in an effort to win them over.

In 2005, Malaysia was in dispute with Singapore over land reclamation in border waters and the planned bridge that would join Malaysia and Singapore was shelves in 2006. In 2009 Malaysia, in an effort to lower its unemployment rate, banned the recruitment of foreign workers and in 2011 the people of Malaysia protested against the government in a bid for electoral reform. Police used tear gas and water cannons to disperse the crowds of thousands of people. In 2012 a refinery was planned to be built in Penang State and thousands of people protested against it.
Malaysia today

Today over 25 million people live in Malaysia. Malaysia’s national waters cover 515 square kilometres. The Constitution of Malaysia is based on the former Federation of Malaysia, and it was amended in 1983 to provide for one of the rulers of the Malay States to be elected from among them to be the Supreme Head of the Federation and to hold office for five years.

The present Prime Minister is Mr Najib Tun Razak. The Prime Minister proposed reform and change and anti-government activists demonstrated in Kuala Lumpur in July 2011. The Prime Minister was therefore forced to repeal longstanding internal security legislation and to relax press censorship. Today Malaysia is known for its electronic industry, almost 50% of Gross Domestic Product, but the country had suffered from global recession, although it managed recovery by the year 2010, according to IMF statistics, using clever fiscal policy.

Malaysian Police investigated pilot and co-pilot's background

The Malaysian police investigated the crew’s family life to highlight the psychological state of the plane's pilot, Mr Zaharie Shah, aged 53 years and the much younger co-pilot Fariq Abdul Hamid. The police searched their homes. It was revealed that the two pilots had not made any request to fly together. Police officers also interviewed relatives of the pilot and experts and removed the pilot's personal flight simulator to investigate it. The pilot, Mr Zaharie, had 18,000 hours of flying
experience, and he is a self-confessed ‘aviation geek’ who had proudly posted pictures online of the flight simulator he built at home. Police also interviewed friends of the pilot, Mr Zaharie, 53 and his friends confirmed him to be a normal family man. As well as the crew and passengers, police investigated the engineers and other ground staff who may have had contact with the aircraft before take-off. However, there is a real possibility that Pilot Zaharie suffered a sudden and fatal heart attack. This is entirely feasible and it is an established fact that certain professionals are under more stress than others, enough to cause serious fatalities. 16

External computer hacking possibility

Although Boeing issued a statement that external hacking of the airplane system is 'nigh impossible', it has come to pass that Boeing did know of a weakness in the communication system and also of the possibility of fire, because they have, in concert with the FAA, issued special regulations, applicable from 6 June 2014, but not in compliance with the 2011 Executive Order for public participation before the wording of the Special Regulations was finalized. Boeing maintained after flight MH370 was missing in March 2014, that if MH370 flew low over land, and people on board knew there was a problem, they could have used their cell phones to speak with family or alert police at home, like the passengers of the 9/11 aircraft did. However,

16 See David Griffith, 'Heart trouble', POLICE – Law Enforcement Magazine, Volume 38, Number 5, pgs 24-28, May 2014. The article states that there is much anecdotal evidence that law enforcement officers seem to be prone to cardio-vascular disease and the statistics reveal that 15% of deaths not being non-felonious result from heart attacks at work. People under stress react in many heart-harmful ways such as long hours sitting in front of a computer screen, cigarette smoking, excessive coffee intake, unhealthy soda drinks and consumption of fast foods and lack of exercise before and after shift work.
according to the FAA\textsuperscript{17} the applicable airworthiness regulations do not contain adequate or appropriate safety standards to prevent inappropriate access to critical information systems. The special conditions that the FAA added to the regulations contain additional safety standards that would establish a level of safety equivalent to existing airworthiness standards.

According to the documentation released by Boeing, namely, 'Special Conditions: The Boeing Company, Models 737-700, 700C, 800, 900ER, 7, 8, and 9 Series Airplanes; Isolation or Airplane Electronic System Security. Protection from Unauthorized Internal Access', this rule was issued by the Federal Aviation Administration ('FAA') before public participation, rather than after consultation.

Boeing airplanes now have special conditions issued for their Boeing Models 737-700, -700C, and 800; -900ER, -7, -8, and -9 series which \textit{as from 6 June 2014 must have a novel or unusual design feature associated with connectivity of the passenger service computer systems to the airplane critical systems and data networks.}

It was decided to issue these special regulations from 6 June 2014, after conclusions were reached that \textit{'applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature'}.\footnote{Editor, 'Can the 737 be attacked by hackers? - The FAA wants your feedback', \textit{Airsafe.com}, 13 June 2014. See http://www.airsafenews.com/2014/06/can-737-be-attacked-by-hackers-faa.html?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+TheAirsafecomNews+%28The+AirSafe.com+News%29, accessed on 19 June 2014.}

On the face of it, it appears that these special anti-hacking and anti-fire regulations are not in respect of Malaysian Flight MH370, but were in the pipeline since January 2014. The FAA stated:
On January 27, 2012, The Boeing Company applied for an amendment to Type Certificate No. A16WE to include new minor models, 737-7, -8, and -9. The Models 737-7, -8, and -9, which are derivatives of the 737-700, -800, -900ER currently approved under Type Certificate No. A16WE, are passenger series airplanes designed to substantially reduce fuel burn and community noise. In addition, the design will include a new CFM LEAP-1B engine with a 68.4-inch diameter fan, 8-inch longer nose gear to accommodate the larger engine, a relifted tailcone (which requires the elevator to be trimmed and the elevator tab to be relocated outboard to accommodate the new contours), new horizontal stabilizer strakelets, a retractable auxiliary power unit (APU) inlet door, fly-by-wire spoilers, strengthened flight deck bulkhead, and a new winglet design.\(^{18}\)

These additional safety standards in these Special Regulations issued on 6 June 2014 are considered ‘necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.’ They do not refer to flight MH370 but establish that known faults in these jet planes manufactured by Boeing were known to be

(i) The possibility of a fire hazard.

(ii) The loophole for computer hackers. (Herewith is the exact wording as published Online):

\[\text{Type Certification Basis}\]

Under the provisions of Title 14, Code of Federal Regulations (14 CFR) 21.101, The Boeing Company must show that the Models 737-700, -700C, -800, -900ER, -7, -8, and -9 series airplanes meet the applicable provisions of the regulations incorporated by reference in Type Certificate No. A16WE or the applicable regulations in effect on the date of application for the change to the type certificate. The regulations incorporated by reference in the type certificate are commonly referred to as the “original type certification basis.” In addition the certification basis includes certain special conditions, exemptions, or later amended sections of the applicable part that are not relevant to these special conditions.

If the Administrator finds that the applicable airworthiness regulations (i.e., 14 CFR part 25) do not contain adequate or appropriate safety standards for the 737-700, -700C, -800, -900ER, -7, -8, and -9 because of a novel or unusual design feature, special conditions are prescribed under the provisions of \(\S\) 21.16. Special conditions are initially applicable to the model for which they are issued. Should the type certificate for that model be amended later to include any other model that incorporates the same or

\(^{18}\) See the webpage http://www.regulations.gov/#!documentDetail;D=FAA-2014-0302-0001, accessed on 17 June 2014.
similar novel or unusual design feature, or should any other model already included on the same type certificate be modified to incorporate the same novel or unusual design feature, the special conditions would also apply to the other model. In addition to the applicable airworthiness regulations and special conditions, the 737-700, -700C, -800, -900ER, -7, -8, and -9 must comply with the fuel vent and exhaust emission requirements of 14 CFR part 34 and the noise certification requirements of 14 CFR part 36.

The FAA issues special conditions, as defined in 14 CFR 11.19, in accordance with § 11.38, and they become part of the type-certification basis under § 21.101.

Novel or Unusual Design Features

The Boeing Models 737-700, -700C, -800, -900ER, -7, -8, and -9 series airplanes will incorporate the following novel or unusual design features: Digital systems architecture composed of several connected networks. This network architecture and network configuration may be used for or interfaced with a diverse set of functions, including:

- Flight safety related control, communication, and navigation systems (aircraft control domain);
- Operation and administrative support (operator information services domain); and
- Passenger information and entertainment systems (passenger entertainment domain), and the capability to allow access to or by external network sources.

Discussion

The proposed integrated network configuration on the Models 737-700, -700C, -800, -900ER, -7, -8, and -9 may allow increased connectivity with external network sources and will have more interconnected networks and systems, such as passenger entertainment and information services, than previous 737 airplane models. This may allow the exploitation of network security vulnerabilities resulting in intentional or unintentional destruction, disruption, degradation, or exploitation of data and systems critical to the safety and maintenance of the airplane, which could result in unsafe conditions for the airplane and its occupants.

The existing regulations and guidance material did not anticipate these types of system architectures or access to airplane systems. Furthermore, 14 CFR regulations and current system safety assessment policy and techniques do not address potential security vulnerabilities that could be caused by unauthorized access to airplane data busses and servers. Therefore, these special conditions are issued to ensure that the security (i.e., confidentiality, integrity, and availability) of airplane systems are not compromised by unauthorized wired or wireless electronic connections between airplane operation systems and networks and the passenger domain.

Applicability

As discussed above, these special conditions are applicable to the Models 737-700, -700C, -800, -900ER, -7, -8, and -9 series airplanes. Should The Boeing Company apply at a later date for a change to the type certificate to include another model incorporating the same novel or unusual design feature, the special conditions would apply to that model as well.

Conclusion

This action affects only certain novel or unusual design features on certain model series of airplanes. It is not a rule of general applicability.

The substance of these special conditions has been subjected to the notice and comment period in several prior instances and has been derived without substantive change from those previously issued. It is unlikely that prior public comment would result in a significant change from the substance contained herein. Therefore, because a delay would significantly affect the certification of the airplane, the FAA has determined that prior public notice and comment are unnecessary and impracticable, and good cause exists for adopting these special conditions upon issuance. The FAA is requesting comments to allow interested persons to submit views that may not have been submitted in response to the prior opportunities for comment described above.

List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

The authority citation for these special conditions is as follows:

Authority

49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

Regulatory Text

The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for The Boeing Company Models 737-700, -700C, -800, -900ER, -7, -8, and -9 series airplanes.
Isolation or Airplane Electronic System Security Protection From Unauthorized Internal Access

1. The applicant must ensure that the design provides isolation from, or airplane electronic system security protection against, access by unauthorized sources internal to the airplane. The design must prevent inadvertent and malicious changes to, and all adverse impacts upon, airplane equipment, systems, networks, or other assets required for safe flight and operations.

2. The applicant must establish appropriate procedures to allow the operator to ensure that continued airworthiness of the airplane is maintained, including all post type certification modifications that may have an impact on the approved electronic system security safeguards.

Issued in Renton, Washington, on May 5, 2014.

Jeffrey E. Duven,
Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2014-13245 Filed 6-5-14; 8:45 am]
BILLING CODE 4910-13-P.

Source: Google.

In breach of Executive Order 13563, section 2

The invitation to the public to comment comes after these special regulation were in force on 6 June 2014 and this consultation/participation is clearly in breach of Executive Order 13563 of January 18, 2011, (and is a matter of form over substance as to compliance) as published in the Federal Register, Vol.76, No.14, on Friday, 21 January 2011, which states at section 2:

"Sec. 2. Public Participation
(a) Regulations shall be adopted through a process that involves public participation. To that end, regulations shall be based, to the extent feasible and consistent with law, on the open exchange of information and perspectives among State, local, and tribal officials, experts in relevant disciplines, affected stakeholders in the private sector, and the public as a whole.
(b) To promote that open exchange, each agency, consistent with Executive Order 12866 and other applicable legal requirements, shall endeavour to provide the public with an opportunity to participate in the regulatory process. To the extent feasible and permitted by law, each agency shall afford the public a meaningful opportunity to comment through the Internet on any proposed regulation, with a comment period that should generally be at least 60 days. To the extent feasible and permitted by law, each agency shall also provide, for both proposed and final rules, timely online access to the rulemaking docket on regulations.gov, including relevant scientific and technical findings, in an open format that can be easily searched and downloaded. For proposed rules, such access shall include, to the extent feasible and permitted by law, an opportunity for public comment on all pertinent parts of the rulemaking docket, including relevant scientific and technical findings.
(c) Before issuing a notice of proposed rulemaking, each agency, where feasible and appropriate, shall seek the views of those who are likely to be affected, including those who are likely to benefit from and those who are potentially subject to such rulemaking."

Source: Google.
Trade secrets and individual country security

A trade secret can be any confidential formula, pattern, process, device, construction, information or compilation of information which is not in the public domain and allows the owner to have a competitive advantage over its competitor who does not know or use it. Source codes, client databases can be trade secrets. Business development departments may post information on the company’s website about products still under development and hackers may gain access to the company’s computer network and extract/use confidential information that are trade secrets and should not be in the public domain. Inadvertent disclosure of company trade secrets on a company blog can destroy the 'secret' status of such information, rendering it ineligible for trade secret protection, and disclosure of a third party’s trade secrets could expose the company to liability for trade secret misappropriation.

Investigators trying to obtain more radar and satellite data from any of the countries that Malaysia Airlines flight MH370 passed over face difficulty because not all countries are willing to release this data because this data would reveal the capacities of their own information systems. There has also been an exponential rise in the proliferation of new technologies, and these advancements have changed the way we work, socialize, and communicate with one another. These changes in the global landscape have posed significant challenges to members of law enforcement and the intelligence community.
The leaders of several Asian countries had been briefed by the Malaysia government in what acting Transport Minister Hishammuddin Hussein had described as another phase of the search. He said:

‘From focusing mainly on shallow seas, we are now looking at large tracts of land, crossing 11 countries, as well as deep and remote oceans.

Nevertheless, Malaysian officials have received offers of search help from 25 countries including Kazakhstan, Uzbekistan, Kyrgyzstan, Turkmenistan, Pakistan, Bangladesh, India, China, Myanmar, Laos, Vietnam, Thailand, Indonesia, Australia and France.

The Malaysian government had asked many for satellite data and analysis, ground-search capabilities, and maritime and air assets. Pakistani civil aviation officials found no sign of the missing jet plane, having checked their radar recordings. Some countries' intelligence agencies are yet to respond.

**Inmarsat global satellite Network Company**

Inmarsat is a British aircraft team, went to Malaysia to help with investigations. The British organization, **Inmarsat**, owns and operates a global satellite network, offering mobile and fixed communications services for maritime, enterprise, government & aviation. An Inmarsat satellite continued to receive signals from flight MH370 at least five hours after the plane was lost.
Other countries' help

A team of French investigators travelled to Malaysia to help with the search, the French transport ministry announced in a statement. They joined members of the US National Transportation Safety Board already in Malaysia by that time.
Real possibility of airplane communications sabotage

The Malaysian authorities confirmed their suspicions that the airplane was hijacked. Malaysian Prime Minister Najib Razak had announced that the plane’s communication systems had been deliberately cut before it was diverted from its route. According to satellite evidence, the Boeing 777 could have continued flying for a further seven hours after its last radar contact, he said. The flight left Kuala Lumpur for Beijing in China at 00:40 local time (16:40 Greenwich Mean Time) on 8 March 2014 and disappeared off air traffic controllers’ screens at about 01:20 am.

An extensive search, involving 43 ships and 58 aircraft, took place immediately after the airplane MH370 disappeared. This has proved fruitless. The search area was changed after it was ascertained that the airplane may have been hijacked. One week after the disappearance of MH370, it was reluctantly assumed that everyone on board airplane MH370 have died, although authorities still need to find remains and remnants.

China’s Civil Aviation Industry

Direct commercial flights between China and Taiwan had ceased in 1949 and did not resume until July 2008. China’s national and major airlines are state-owned, apart from Shanghai Airlines and Shenzhen Airlines. The leading Chinese Airlines operating scheduled services are China Southern Airlines, China Eastern Airlines and Air China, with a total of over 118 million passengers a year. Beijing is the capital of China and Beijing one of four of China's major international airports, the other

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19 Other Chinese Airlines are Changan Airlines; Hainan Airlines; Shandong Airlines; Shanghai (Pudong) Airlines; Shanxi Airlines; Shenzhen Airlines; Sichuan Airlines; Guangzhou (Bayun) Airlines and Xiamen Airlines, which take another 45 million passengers a year plus freight.
three major Chinese airports being one airport in Hong Kong and two airports in Shanghai. In 2006, China had 142 civil airports for regular flights.

**Airplane fire in fuselage: a real possibility**

It is very possible that this airplane simply malfunctioned; all died quickly from smoke in the airplane and auto-pilot took over until the airplane ran out of fuel over the vast stretches of uncharted Indian Ocean.\(^2\) Today, airplane traffic is taken for granted and those who can afford it can use airplane travel to country-hop as was done when buses became the normal mass transportation method years ago. Examination of commercial airplane crashes from decades ago to today quite clearly show the increased frequency of commercial airplane crashes nowadays:

**Commercial air crashes: 1919 to 2014**

**1919.**
August 2 – A Caproni Ca.48 crashes at Verona, Italy, during a flight from Venice to Taliedo, Milan, kills all on board (14, 15, or 17 people, according to different sources).

**1922.**
April 7 – In the first mid-air collision of airliners, a Daimler Hire Ltd.-operated de Havilland DH.18A, G-EAWO, collides with a Compagnie des Grands Express Aériens (CGEA)-operated Farman F.60 Goliath, F-GEAD, over the Thieulloy-St. Antoine road near Picardie, France, killing all seven people on both aircraft.

**1923.**
May 14 – An Air Union Farman F.60 Goliath crashes near Monsures, Somme, France due to the structural failure of a wing, killing all 6 on board.

\(^2\) It is the third largest of the world's oceanic divisions, covering approximately 20% of the water on the Earth's surface. It is bounded by Asia (including India, after which the ocean is named) on the north, on the west by Africa, on the east by Australia, and on the south by the Southern Ocean.
August 27 – An Air Union Farman F.60 Goliath crashes near East Malling, Kent, England due to engine failure, and confusion among the passengers, killing one of 13 on board.

1924.
December 25 – An Imperial Airways de Havilland DH.34 crashes near Purley, Surrey, England killing all 8 on board; the cause is never determined.

1925.
August 18 – An Air Union Blériot 155 crashes while attempting an emergency landing at College Farm, Hurst, Aldington, England due to engine failure, killing 3 of 15 on board; the pilot initially survives, but dies a day later.

1926
October 2 – An Air Union Blériot 155 catches fire in mid-air and crashes at Leigh, Kent, England while the pilot attempts to make an emergency landing at Penshurst Airfield. Both members of crew and all five passengers are killed. This is the first in-flight fire occurring on an airliner.

1927.
August 22 – A KLM Fokker F. VIII crashes near Sevenoaks, Kent, England due to structural failure of the tailfin, killing one of 11 on board.

1928.
July 13 – An Imperial Airways Vickers Vulcan crashes on a test flight from Croydon Airport, England with a pilot and five passengers near Purley, Surrey, 3 miles (4.8 km) from the airport, with the loss of four passengers. As a result of the crash Imperial Airways stopped the flying of staff (so-called joy rides) on test flights.

1929.
June 17 – An Imperial Airways Handley Page W.10 ditches in the English Channel due to engine failure, killing 7 of 13 on board. November 6 – A Junkers G 31 crashes near Marden Park, Godstone, Surrey, England; of the 8 on board, only a passenger survives.

1930s.

1930.
February 10 – An Air Union Farman F.63 Goliath crashes while attempting an emergency landing at Marden Airfield, Marden, Kent, England due to structural failure, killing 2 of 6 on board.
March 21 – Australian National Airways Southern Cloud, an Avro 618 Ten, crashes in the Snowy Mountains while flying from Sydney to Melbourne, killing all eight on board, in Australia's first significant airline disaster; the crash site remained undiscovered for 27 years; severe weather at the time of the flight is the likely cause of the accident.

March 31 – TWA Flight 599, a Fokker F.10 Trimotor, crashes near Bazaar, Kansas, United States killing all eight aboard, including University of Notre Dame football coach Knute Rockne.

1933.

March 28 – The 1933 Imperial Airways Dixmude crash of an Armstrong Whitworth Argosy II is the first suspected case of air sabotage; all 15 on board are killed.

October 10 – The United Airlines crash near Chesterton: a Boeing 247 is destroyed by a bomb over Chesterton, Indiana, United States in the first proven case of air sabotage on a commercial aircraft; all seven on board are killed.

December 30 – In the 1933 Imperial Airways Ruysselede crash in Belgium, an Avro Ten collides with a radio mast, killing all 10 on board.

1934.

May 9 – An Air France Wibault 282T crashes into the English Channel off Dungeness, Kent, killing all 6 on board.

July 27 - A Swissair Curtiss T-32 Condor II crashes near Tuttlingen, Germany after a wing separated in a thunderstorm, killing all 12 passengers and crew on board.

October 2 – A Hillman's Airways de Havilland Dragon Rapide crashes into the English Channel off Folkestone, Kent due to pilot error, killing all 7 on board.

1935.

October 7 – United Airlines Trip 4, a Boeing 247D, crashes near Silver Crown, Wyoming, United States due to pilot error; all 12 on board die.

December 10 – A SABENA Savoia-Marchetti S.73 crashes near Tatsfield, Surrey, England due to pilot error, killing all 11 on board.

1936.

January 14 - American Airlines Flight 1, a Douglas DC-2, crashes into a swamp near Goodwin, Arkansas, killing all 17 passengers and crew on board; the cause is never determined.

April 7 – TWA Flight 1, a Douglas DC-2, crashes near Uniontown, Pennsylvania, United States due to pilot error, killing 12 of the 14 passengers and crew aboard.

June 16 – In the Havørn Accident, a Norwegian Air Lines Junkers Ju 52 crashes into Lihesten mountain in Hyllestad, Norway, killing all seven on board.

August 5 – Chicago and Southern Flight 4, a Lockheed Model 10 Electra, crashes after takeoff due to pilot error, killing all eight on board.

December 9 – A KLM Douglas DC-2 crashes on takeoff from Croydon Airport, England; 15 of 17 on board die.

December 27 – United Airlines Trip 34, a Boeing 247, crashes in the United States at Rice Canyon (near Newhall, California) due to pilot error, killing all 12 on board.

1937.

Deutsche Zeppelin Reederei Hindenburg bursting into flames, 1937

January 12 – Western Air Express Flight 7, a Boeing 247, crashes into a mountain near Newhall, California, United States. Five of the 13 people aboard die, including famed adventurer, author and filmmaker, Martin Johnson.
May 6 – The Zeppelin Hindenburg bursts into flames and crashes while attempting a landing at Naval Air Engineering Station, Lakehurst, New Jersey, United States; of the 97 people on board, 35 are killed; one person on the ground also dies.

November 16 – A Sabena Junkers Ju 52 crashes near Ostend, Belgium, killing all 11 on board, including the Grand Duke Georg Donatus and Grand Duchess Cecilie of Hesse.

1938.

January 10 – Northwest Airlines Flight 2, a Lockheed L14H Super Electra, crashes near Bozeman, Montana, United States, killing all ten on board; the machine with which the manufacturer measured component vibration is found to be inaccurate, causing the aircraft to be more prone to flutter than thought.

January 11 – Pan American World Airways Flight 1, a Sikorsky S-42 flying boat named the Samoan Clipper, explodes over Pago Pago, American Samoa; all 7 on board die.

March 1 – The 1938 Yosemite TWA crash: A Douglas DC-2 disappears on a flight in the United States from San Francisco to Winslow, Arizona; the aircraft is found three months later on a mountain in Yosemite National Park; all 9 on board died.

July 28 – Pan American World Airways Flight 229, a Martin M-130 flying boat named the Hawaii Clipper, disappears in the Pacific ocean westbound from Guam to Manila with 6 passengers and 9 crew.

October 25 – Kyeema, an Australian National Airways Douglas DC-2 crashes in heavy fog into Mount Dandenong in Victoria, Australia, killing all 18 people on board.

November 4 – In the 1938 Jersey Airport disaster, a Jersey Airways de Havilland DH.86 crashes on takeoff from Jersey Airport due to pilot error; all 13 passengers and crew die as well as one person on the ground.

1939.

January 13 – Northwest Airlines Flight 1, a Lockheed L14H Super Electra, crashes on descent to Miles City, Montana, United States killing all four on board; the aircraft’s cross-feed fuel valve leaked fuel into the cockpit and an intense fire broke out.

January 21 – Imperial Airways Short Empire flying boat Cavalier makes an emergency landing 285 mi southeast of New York in the North Atlantic due to loss of power and later sinks; 3 of 12 on board die.

August 13 – A Pan Am Sikorsky S-43 crashes into Guanabara Bay, Brazil due to loss of control following engine failure, killing 12 of 14 on board.

1940s.

1940.

June 14 – In the Kaleva shootdown, an Aero Junkers Ju 52 en route from Tallinn, Estonia to Helsinki, Finland is shot down by two Soviet bombers over the Gulf of Finland during peacetime; all nine aboard die.

August 31 – In the Lovettsville air disaster, Pennsylvania Central Airlines Trip 19, a Douglas DC-3A, crashes at Lovettsville, Virginia, United States killing all 25 on board.

November 8 – A Deutsche Luft Hansa Junkers Ju 90 crashes near Schönteich, Saxony, Germany after ice formed on the tail, killing all 29 passengers and crew on board.

1941.
February 26 – Eastern Air Lines Flight 21, a Douglas DC-3, crashes while descending to land at Atlanta, Georgia, United States killing 8 of 16 aboard; World War I hero and Eastern Air Lines president Eddie Rickenbacker is among the survivors.

1942.
January 16 – TWA Flight 3, a Douglas DC-3 returning to California in the United States crashes into Potosi Mountain 30 miles (48 km) southwest of Las Vegas; all 22 aboard die, including actress Carole Lombard and her mother.
January 30 – Qantas Short Empire G-AEUH is shot down by seven Japanese fighters and crashes 13 nmi (24 km) from East Timor; 13 of 18 on board die.
March 3 – KNILM Douglas DC-3 PK-AFV is shot down by three Japanese fighters and crashes 50 mi (80 km) north of Broome, Western Australia, killing 4 of 12 on board.
October 23 – American Airlines Flight 28, a Douglas DC-3, crashes near Palm Springs, California, United States after being struck by a U.S. Army Air Corps Lockheed B-34 bomber; all 12 aboard the airliner die, while the bomber lands safely with minor damage.

1943.
January 21 – Pan Am Flight 1104, a Martin M-130 nicknamed the Philippine Clipper, crashes into a mountain near Boonville, California, United States killing all 19 passengers and crew, including Rear-Admiral Robert H. English, commander of the U.S. Pacific Submarine Fleet.
June 1 – BOAC Flight 777, a Douglas DC-3, is shot down by Luftwaffe fighter aircraft over the Bay of Biscay, killing 17 passengers and crew, including actor Leslie Howard and leading to speculation that the flight was attacked because German intelligence believed that British Prime Minister Winston Churchill was aboard.
July 28 – American Airlines Flight 63 (Flagship Ohio), a Douglas DC-3, loses control due to severe turbulence and violent downdrafts and crashes near Trammel, Kentucky, United States killing twenty out of twenty-two people on board.
October 15 – American Airlines Flight 63 (Flagship Missouri), a DC-3, crashes near Centerville, Tennessee, United States killing all eight passengers and three crewmembers, after ice formed on its wings and propellers.

1944.
February 10 – American Airlines Flight 2, a Douglas DC-3, crashes into the Mississippi River in the United States for reasons unknown, killing all 24 occupants (21 passengers and 3 crew members).
June 20 – TWA Flight 277, a Douglas C-54 Skymaster, crashes into Fort Mountain, Maine, United States in severe weather, killing all 7 passengers and crew on board.

1945.
January 8 – The China Clipper, a Pan Am Martin M-130 flying boat operating as Flight 161, crashes in Port of Spain, Trinidad, killing all 25 on board.
January 31 – The Stinson Tokana operated by Australian National Airways crashes, killing all 10 on board. The accident was caused by a fatigue crack in a wing spar.
July 12 – Eastern Air Lines Flight 45, a Douglas DC-3A, collides with a Douglas A-26 Invader over Florence, South Carolina, United States. One of the 24 on the DC-3 and 1 of the 2 on the A-26 die.
October 5 – National Airlines Flight 16, a Lockheed L-18 Lodestar, overshoots the runway at Lakeland, Florida, United States, killing 2 of 15 on board.

November 3 – The prototype Boeing 314, named the Honolulu Clipper, makes an emergency landing in the Pacific 650 miles east of Oahu due to double engine failure; the aircraft is intentionally sunk after salvage was deemed impractical; all 26 passengers on board survive.

1946.

January 6 – Pennsylvania Central Airlines Flight 105, a Douglas DC-3, crashes in Birmingham, Alabama, United States, killing three of the four crew members; the flight attendant and all 16 passengers survive.

March 10 – The 1946 Australian National Airways DC-3 crash near Hobart, Tasmania kills all 25 on board.

July 11 – TWA Flight 513, a Lockheed L-049 Constellation, crashes near Reading, Pennsylvania, United States after a fire in the baggage compartment; of the 6 crew on board, only one survives.

October 3 – An American Overseas Airlines Douglas C-54 crashes into mountainous terrain after takeoff from Stephenville, Newfoundland, killing all 39 passengers and crew on board.

November 14 – In the 1946 KLM Douglas DC-3 Amsterdam accident, a Douglas DC-3 crashes while attempting to land at Amsterdam Schiphol Airport in the Netherlands; all 26 passengers and crew on board are killed.

1947.

January 11 – The 1947 BOAC Douglas C-47 crash: a BOAC Douglas C-47A crashes into Barley Hill near Stotting, Kent, United Kingdom due to fuel starvation, killing 8 of 16 on board.

January 25 – In the 1947 Croydon Dakota accident, a Spencer Airways Douglas C-47A fails to get airborne at Croydon Airport, United Kingdom and crashes into a parked ČSA aircraft; 12 of the 22 on board are killed.

January 26 – In the 1947 KLM Douglas DC-3 Copenhagen accident, a Douglas DC-3 crashes shortly after takeoff from Kastrup Airport in Denmark; all 22 passengers and crew on board are killed.

February 15 – An Avianca Douglas DC-4 crashes into Mount El Tabalazo due to pilot error, killing all 53 passengers and crew on board.

May 29 – United Airlines Flight 521, a Douglas DC-4, crashes on takeoff from LaGuardia Airport in the United States due to pilot error; 42 of 48 on board die.

May 30 – Eastern Air Lines Flight 605, a Douglas DC-4, loses control and crashes near Bainbridge, Maryland, in the United States killing all 53 passengers and crew on board in the deadliest airliner crash in United States history at the time.

June 13 – Pennsylvania Central Airlines Flight 410, a Douglas DC-4, crashes into Lookout Rock, in the West Virginia Blue Ridge Mountains of the United States en route from Pittsburgh to Washington DC; all 50 passengers and crew are killed.

August 12 – In the BSAA Star Dust accident, a British South American Airways Avro Lancastrian named Star Dust disappears over the Andes after transmitting an enigmatic coded message ("STENDEC"); the fate of the plane remained a mystery until the crash site was located in 2000; four crew and nine passengers are killed.

August 28 – In the Kvitbjørn disaster, a Norwegian Air Lines Short Sandringham flying boat struck a mountain near Ledningsfjellet, Norway, killing all 35 on board.

October 24 – United Airlines Flight 608, a Douglas DC-6, crashes near Bryce Canyon Airport, Utah, United States when fire caused by a design flaw destroys the aircraft; all 52 on board die in the first hull loss of the DC-6.

October 26 – Pan Am Flight 923, a Douglas DC-4, struck Tamgas Mountain on Annette Island Alaska, killing all 18 passengers and crew on board; the cause is never determined.

December 27 – In the 1947 Korangi Creek crash, an Air India Douglas DC-3 crashes shortly after takeoff, killing all 23 on board.
1948

January 30 – The BSAA Star Tiger disappearance: an Avro Tudor IV disappears without a trace en route from the Azores to Bermuda with 31 on board. The loss of the aircraft along with the 1949 BSAA Star Ariel disappearance remain unsolved to this day, with the resulting speculation helping to develop the Bermuda Triangle legend.

March 12 – Northwest Airlines Flight 4422, a Douglas C-54 Skymaster, crashes into Mount Sanford in the Alaska Territory, killing 30; wreckage was not located until 1999.

April 5 – In the 1948 Gatow air disaster, a British European Airways Vickers VC.1 Viking crashes near RAF Gatow, Berlin after a collision with a Soviet Air Force Yakovlev Yak-3 fighter; all 14 people on board the Viking die, as well as the Soviet pilot.

April 15 – Pan Am Flight 1-10, a Lockheed Constellation, crashes while on approach to Shannon Airport; of the 31 on board, only one survives.

April 21 – British European Airways Flight S200P, a Vickers VC.1 Viking, crashes into Irish Law Mountain in Scotland due to pilot error; all on board survive.

June 17 – United Airlines Flight 624, a Douglas DC-6, crashes near Mount Carmel, Pennsylvania after errors in attempting to extinguish what was believed to have been an onboard fire; all 43 on board die.

July 4 – The Northwood mid-air collision between a Scandinavian Airlines System-operated Douglas DC-6 and an RAF Avro York kills all 39 passengers and crew on board both aircraft.

July 17 – Miss Macao, a Catalina seaplane operated by a Cathay Pacific subsidiary, over the Pearl River delta from Macau to Hong Kong, is hijacked with 23 passengers and three crew on board by a group attempting to rob the passengers; following a struggle in the cockpit, a crash kills all on board except one passenger, later identified as the lead hijacker; this is the earliest known airliner hijacking.

August 1 - In the 1948 Air France Latécoère 631 disappearance, a Latécoère 631 disappears over the Atlantic Ocean with the loss of all 52 people on board. This was the worst aviation accident in the Atlantic Ocean at the time and remains the worst ever involving the Latécoère 631.

August 29 – Northwest Airlines Flight 421, a Martin 2-0-2, crashes near Winona, Minnesota due to structural failure of a wing, killing all 37 on board in the worst ever accident involving the Martin 2-0-2. This crash is also the first loss of a 2-0-2.

September 2 – The 1948 Lutana crash; Australian National Airways Flight 331, a Douglas DC-3, crashes into high terrain near Nundle, New South Wales, killing all 13 people on board.

October 2 – In the Bukken Bruse disaster, a Det Norske Luftfartsselskap Short Sandringham flying boat, crashes upon landing in Trondheim, Norway; 19 are killed; Bertrand Russell is among the 24 survivors.

October 20 – In the 1948 KLM Constellation air disaster, a Lockheed Constellation named Nijmegen crashes near Prestwick, Scotland, killing 40.

December 28 – In the 1948 Airborne Transport DC-3 (DST) disappearance, a Douglas DC-3 disappears without a trace off the coast of Florida with 32 on board.
January 17 – In the BSAA Star Ariel disappearance, a British South American Airways Avro Tudor IV disappears without a trace en route from Bermuda to Jamaica with 20 on board. The loss of the aircraft, along with the 1948 BSAA Star Tiger disappearance remain unsolved to this day, with the resulting speculation helping to develop the Bermuda Triangle legend.

February 19 – A British European Airways Douglas Dakota collides with a RAF Avro Anson over Exhall, Warwickshire, killing all 14 on board both aircraft.

March 10 – A Queensland Airlines Lockheed Lodestar crashes on takeoff from Coolangatta airstrip, killing all 21 on board.

May 4 – In the Superga air disaster, an Italian Airlines Fiat G.212 CP carrying the Torino football team crashes into the Superga hills near Turin, killing all 31 on board.

June 7 – In the 1949 Strato-Freight Curtiss C-46A crash, a Curtiss Wright C-46A-50 Modified D, crashes into the Atlantic Ocean shortly after takeoff from San Juan Puerto Rico. Of the 81 passengers and crew on board, 53 were killed.

July 2 – A MacRobertson Miller Airlines Douglas DC-3 crashes on takeoff from Perth, Western Australia, killing all 18 on board.

August 19 – A British European Airways Douglas DC-3 crashes into a hillside near Oldham, United Kingdom; of the 32 on board, only 8 survive.

October 28 – An Air France Lockheed Constellation crashes into a mountain on São Miguel Island, Azores, Portugal, killing all 48 people on board, including boxer Marcel Cerdan and violinist Ginette Neveu.

November 1 – Eastern Air Lines Flight 537, a Douglas DC-4, on approach to Washington National Airport, suffers a mid-air collision with a Lockheed P-38; all 55 people on board the DC-4 died, including Congressman George J. Bates, New Yorker cartoonist Helen E. Hokinson, and former Congressman Michael J. Kennedy; the pilot and sole occupant of the P-38 is seriously injured.

November 20 – In the Hurum air disaster, an Aero Holland Douglas DC-3 crashes near Hurum, Norway, killing 34 of the 35 on board, including 25 children.

November 29 – American Airlines Flight 157, a Douglas DC-6, en route from New York City to Mexico City with 46 passengers and crew, veers off the runway and strikes buildings after the flight crew loses control on final approach to Dallas Love Field; 26 passengers and 2 flight attendants die.
1950.
January 5 – In the 1950 Sverdlovsk air disaster, a Lisunov Li-2 crashes near Sverdlovsk (now Yekaterinburg), Russia, killing all 19 on board.
March 7 – Northwest Orient Airlines Flight 307, a Martin 2-0-2, crashes near Minneapolis-Saint Paul International Airport, after hitting a flagpole during approach, killing all 13 on board and two on the ground.
March 12 – The Llandow air disaster: An Airflight Avro 689 Tudor V stalls and crashes after the rear cargo hold was overloaded, resulting in a center of gravity exceeding the aft limit; 80 out of the 83 people on board die, at the time the worst air disaster in history.
1950 Air France multiple Douglas DC-4 accidents: June 12 – An Air France Douglas DC-4 (F-BBDE) on a flight from Saigon to Paris crashes in the Arabian Sea while on approach to Bahrain Airport, killing 46 of 52 on board.
June 14 – An Air France Douglas DC-4, F-BBDM, crashes in the Arabian Sea while on approach to Bahrain Airport, killing 40 of 53 on board. This aircraft was operating on the same flight route as F-BBDE.
June 24 – Northwest Orient Airlines Flight 2501, a Douglas DC-4, with 58 people on board, disappears without a trace over Lake Michigan.
June 26 – Australian National Airways Amana, a Douglas DC-4, crashes after takeoff from Perth Airport, killing all 29 people on board.
August 31 – TWA Flight 903, a Lockheed L-749A Constellation, crashes because of an engine fire, in the desert about 65 miles (105 km) NNW of Cairo, Egypt; all 55 on board are killed in the worst ever accident involving the Lockheed L-749.
October 31 – A British European Airways Vickers VC.1 Viking crashes on the runway at London Heathrow Airport in foggy weather; of the 30 on board, only a stewardess and a passenger survive.
November 3 – Air India Flight 245, a Lockheed L-749A Constellation, crashes into Mont Blanc in France; all 40 passengers and 8 crew are killed. Sixteen years later, Air India Flight 101 crashes in almost exactly the same spot.
November 13 – In the 1950 Tête de l'Obiou C-54 crash, a Douglas C-54 Skymaster operated by Curtiss Reid Flying Services crashes 30 mi (48 km) from Grenoble, France on the Tête de l'Obiou mountain; all 52 passengers and crew die.

1951.
April 25 – Cubana de Aviación Flight 493, a Douglas DC-4 en route from Miami to Havana, collides in mid-air with a United States Navy Beech SNB-1 Kansan off Key West; all 43 aboard both aircraft are killed.
June 22 – Pan Am Flight 151, a Lockheed L-049 Constellation en route from Accra, Ghana (then the Gold Coast Territory) to Monrovia, Liberia, crashes into a hill near Sanoye in Bong County, Liberia, 54 miles (86 km) from the airport; all 31 passengers and 6 crew members die.
June 30 – United Airlines Flight 610, a Douglas DC-6, flies into a mountain in Larimer County, Colorado due to a navigational error; all 45 passengers and 5 crew members are killed.
July 21 – A Canadian Pacific Air Lines Douglas DC-4 disappears on a flight from Vancouver, Canada to Tokyo, Japan; all 37 on board are presumed dead; the aircraft has never been found.
August 24 – United Airlines Flight 615, a Douglas DC-6B, crashes near Decoto (now Union City, California), while on final approach to Oakland, California; all 44 passengers and 6 crew members die.

December 16 - A Miami Airlines Curtiss C-46 Commando crashes at Elizabeth, New Jersey after a loss of control following an engine fire, killing all 56 passengers and crew on board.

December 22 - A Misair SNCAE Languedoc crashes west of Tehran, Iran, killing all 20 people on board.

December 29 – Continental Charters Flight 44-2, a Curtiss-Wright C-46, crashes into a ridge near Napoli, New York while en route to Buffalo, New York; 3 crew members and 23 passengers die.

1952.

January 22 – American Airlines Flight 6780, a Convair CV-240, crashes on approach to Newark, New Jersey into dwellings in Elizabeth, New Jersey, killing 30 and leading to the Doolittle Commission recommendation for laws coordinating urban zoning to keep airport approach paths clear.

March 3 - An Air France SNCAE Languedoc crashes on take-off from Nice, France due to jammed controls. All 38 people on board are killed.

April 11 – Pan Am Flight 526A, a Douglas DC-4, suffers engine failure and is forced to ditch in the Atlantic 11 mi (18 km) north of San Juan, Puerto Rico; 52 of 69 on board die.

April 28 – Pan Am Flight 202, a Boeing 377 Stratocruiser, crashes after a propeller failure in a remote area of Brazil on its way from Buenos Aires, Argentina to New York City via Rio de Janeiro; all 50 on board are killed in the worst ever accident involving the Boeing 377.

June 28 – American Airlines Flight 910, a Douglas DC-6 carrying 55 passengers and 5 crew collides with a Temco Swift private plane on final approach to Dallas Love Field, killing both occupants of the Swift; the DC-6 lands safely with no injuries to the passengers or crew.

August 12 – A Transportes Aéreos Nacional Douglas C-47A explodes in mid-air on a domestic flight in Brazil; all 24 on board die.

December 6 – A Cubana de Aviación Douglas DC-4 crashes into the Atlantic Ocean off Bermuda after failing to gain altitude after takeoff, killing 37 of 41 on board.

1953.

January 5 – In the 1953 Nutts Corner Viking accident, a British European Airways Vickers Viking crashes on approach to Belfast-Nutt’s Corner Airport, killing 27 of the 31 on board.

February 2 – In the 1953 Skyways Avro York disappearance, a plane with 39 on board disappears over the North Atlantic.

July 12 – Transocean Air Lines Flight 512, a Douglas DC-6A, crashes in the Pacific Ocean while en route from Wake Island to Honolulu, Hawaii. All 58 passengers and crew are killed.

September 1 - Air France Flight 107, a Lockheed Constellation, crashes into a mountain in southern France; all 42 on board are killed.

September 16 – American Airlines Flight 723, a Convair 240, crashes while on approach to Albany Airport; all 28 passengers and crew die.

October 29 – BCPA Flight 304, a Douglas DC-6B, crashes into King’s Mountain, southeast of Half Moon Bay, California, on its approach to San Francisco International Airport, killing all 11 on board.

1954.

January 10 – BOAC Flight 781, a de Havilland Comet flying from Rome to London on the last leg of a flight from Singapore, disintegrates in mid-air, when metal fatigue from repeated pressurization cycles compromises the fuselage, killing the 29 passengers and six crew.

March 13 – A BOAC Lockheed L-749A Constellation crashes as it attempts to land at Kallang Airport, Singapore; of the 40 passengers and crew on board, 33 are killed.
April 8 – South African Airways Flight 201, a de Havilland Comet flying from Rome to Cairo bound for Johannesburg, disintegrates in mid-air, killing all 14 passengers and 7 crew; as in BOAC Flight 781, the cause is metal fatigue at stress risers at the corners of the square windows in the aluminum skin.

July 23 – The 1954 Cathay Pacific Douglas DC-4 shootdown: a Cathay Pacific Douglas DC-4 is attacked by two PLAAF La-7 fighters and crashes off Hainan Island, killing 10 of 19 on board.

September 5 – KLM Flight 633, a Lockheed L-1049 Super Constellation, ditches after takeoff from Shannon Airport in Ireland, killing 28 of 56 on board.

December 25 – In the 1954 Prestwick air disaster a British Overseas Airways Corporation Boeing 377 Stratocruiser crashes on landing at Prestwick Airport, Scotland, 28 of the 36 onboard killed.

1955.

January 12 – TWA Flight 694, a Martin 2-0-2, collides with a privately owned Douglas DC-3 over Cincinnati, Ohio, killing all 15 on board both aircraft.

February 19 – TWA Flight 260, a Martin 4-0-4, crashes into the Sandia Mountains near Albuquerque, New Mexico, killing all 16 on board.

March 26 – Pan Am Flight 845/26, a Boeing 377, ditches into the Pacific Ocean off the Oregon coast, killing four of the 23 on board.

April 4 – A United Airlines Douglas DC-6 crashes after takeoff from Long Island MacArthur Airport, New York, killing all 3 on board.

April 11 – An Air India Lockheed L-749 Constellation named Kashmir Princess explodes under suspicious circumstances; 16 people are killed and three survive.

July 27 – El Al Flight 402, a Lockheed L-049 Constellation, inadvertently strays over Bulgarian territory on its way from Vienna to Tel Aviv, and is shot down by two Bulgarian fighter aircraft, killing all 58 on board.

October 6 – United Airlines Flight 409, a Douglas DC-4, crashes into Medicine Bow Peak near Centennial, Wyoming, killing all 66 on board.

November 1 – United Airlines Flight 629, a Douglas DC-6B, is bombed by Jack Gilbert Graham over Longmont, Colorado; all 44 on board are killed.

1956.

February 18 – The 1956 Scottish Airlines Malta air disaster: a Scottish Airlines Avro York crashes near Zurrieq, Malta due to pilot error, killing all 50 on board.

April 1 – TWA Flight 400, a Martin 4-0-4, crashes on takeoff at Greater Pittsburgh International Airport, killing 22 of the 36 on board; 14 survive.

April 2 – Northwest Orient Airlines Flight 2, a Boeing 377 Stratocruiser, ditches into Puget Sound after takeoff from Seattle-Tacoma International Airport after the cowl flaps are incorrectly set for takeoff; four passengers and a flight attendant die.

June 20 – Linea Aeropostal Flight 253, a Lockheed L-1049 Constellation, crashes into the Atlantic Ocean off Asbury Park, New Jersey. All 74 passengers and crew on board are killed.

June 24 – In the 1956 BOAC Argonaut accident, a Canadair C-4 Argonaut, crashes shortly after taking off from Kano Airport, Nigeria into a thunderstorm, killing 32 of the 38 passengers and 3 of the seven crew.

June 30 – The 1956 Grand Canyon mid-air collision between United Airlines Flight 718, a DC-7 and TWA Flight 2, a Lockheed Constellation, over the Grand Canyon, kills all 128 aboard both aircraft; operating under Visual Flight Rules, the planes fail to see each other and collide; the Federal Aviation Administration is created in the aftermath.

July 9 – Trans-Canada Air Lines Flight 304, a Vickers Viscount, sheds a propeller blade over Flat Rock, Michigan; the blade penetrates the passenger cabin, killing one of 35 aboard; this is the first known case of a turboprop shedding a blade in passenger service.
October 16 – Pan Am Flight 6, a Boeing 377 Stratocruiser, is forced to ditch in the Pacific Ocean between Hawai‘i and San Francisco; all 31 on board are rescued by a nearby United States Coast Guard ship.

November 7 – In the Hummelfjell Accident, a Braathens SAFE de Havilland Heron with 12 on board crashes into Hummelfjell mountain near Tolga, Norway, killing the pilot and a passenger.

November 27 – Linea Aeropostal Flight 253, a Lockheed L-749 Constellation, crashes while on approach to Caracas International Airport, killing all 25 on board.

December 9 – Trans-Canada Air Lines Flight 810, a Canadair North Star, crashes near Hope, British Columbia, Canada, killing all 62 people on board; the wreckage is located several months later. Aboard were four members of the Canadian Football League Saskatchewan Roughriders, and former Iowa Hawkeye Outland Trophy winner Cal Jones.

1957.
February 1 – Northeast Airlines Flight 823, a Douglas DC-6, crashes during a snowstorm shortly after takeoff from LaGuardia Airport; twenty of the 101 occupants die.
March 14 – British European Airways Flight 411, a Vickers Viscount, crashes while on approach to Manchester Airport, killing all 20 on board and 2 on the ground.
May 1 – In the 1957 Blackbushe Viking accident, an Eagle Aviation Vickers VC.1 Viking crashes after engine failure at Blackbushe Airport; of the 35 on board, only a passenger survives.
July 16 – KLM Flight 844, a Lockheed Super Constellation, crashes after takeoff from Biak-Mokmer Airport, Indonesia, killing 58 of 68 on board.
August 11 – Maritime Central Airways Flight 315, a Douglas DC-4, crashes near Issoudun, Quebec after encountering turbulence in a thunderstorm, killing all 79 passengers and crew on board.
November 8 – Pan Am Flight 7, a Boeing 377 Stratocruiser, disappears between San Francisco and Honolulu; small pieces of wreckage and human remains are found almost a week later by the United States Navy; all 44 on board are believed to have been killed; incapacitation of the crew by carbon dioxide fire extinguishing agent is a suspected cause of the crash.
November 15 – In the 1957 Aquila Airways Solent crash, a flying boat crashes near Chessell, Isle of Wight, UK, due to engine failure, killing 45 out of the 58 on board.

1958.
February 6 – In the Munich air disaster, a British European Airways Airspeed Ambassador operating as Flight 609 crashes while attempting a take off in a snowstorm from Munich-Riem Airport, killing 23 of 44 passenger and crew members on board including eight Manchester United footballers.
February 27 – In the Winter Hill air disaster, a Silver City Airways Bristol 170 Freighter travelling from the Isle of Man to Manchester Ringway Airport crashes into Winter Hill, Lancashire, killing 35 people and injuring seven.
April 6 – Capital Airlines Flight 67, a Vickers 745D Viscount, crashes at Tri-City Airport (now MBS International Airport) near Freeland, Michigan, killing all 47 passengers and crew; an undiscovered ice buildup on the wing and windy conditions are possible causes.
April 21 – United Airlines Flight 736, a Douglas DC-7, collides near Las Vegas, Nevada with a US Air Force F-100 Super Sabre fighter on a training mission. All 47 aboard the airliner and both F-100 crew members are killed.
August 9 – A Central African Airways Vickers Viscount crashes near Benina International Airport due to pilot error, killing 36 of 54 on board.
August 14 – KLM Flight 607-E, a Lockheed L-1049 Super Constellation (named Hugo de Groot) en route from Amsterdam to New York, crashes into the Atlantic Ocean shortly after takeoff from Shannon Airport in Ireland, killing all 99 passengers and crew, including six members of the Egyptian fencing team.
September 2 – An Independent Air Travel Vickers VC.1 Viking crashes near Southall, Middlesex, killing all 3 crew on board and another 4 people on the ground.
October 22 – British European Airways Flight 142, a Vickers Viscount, collides with an Italian Air Force North American F-86 Sabre over Italy, all 31 on board die.

December 4 - An Aviaco SNCA SNCASE Languedoc crashes in the Guadarrama Mountains, killing all 21 people on board.

December 24 – A BOAC Bristol Britannia crashes near Christchurch, Dorset, England, killing 9 of 12 on board.

1959.

January 8 – Southeast Airlines Flight 308, a Douglas DC-3, crashes into the Holston Mountain in the United States on approach to the Tri-Cities Regional Airport killing all ten people on board.

January 11 – Lufthansa Flight 502, a Lockheed L-1049 Super Constellation, crashes on approach to Rio de Janeiro-Galeão International Airport, Brazil, 36 of the 39 on board are killed.

February 3 – American Airlines Flight 320, a Lockheed L-188 Super Electra, crashes into the East River, New York City, as a result of pilot error; sixty-five passengers and crew are killed.

February 17 – In the 1959 Turkish Airlines Gatwick crash, a chartered Vickers Viscount 793 carrying the Turkish prime minister and other government officials crashes in heavy fog during its final approach into London Gatwick Airport; five of the eight crew and nine of the sixteen passengers die in the accident; Prime Minister Adnan Menderes is among the ten survivors.

April 23 – In the 1959 Air Charter Turkey crash, an Avro Super Trader IV crashes on Mount Süphan, Turkey; all 12 crew on board die.

May 12 – Capital Airlines Flight 75, a Vickers Viscount 745D flying from New York City to Atlanta, breaks up in flight over Chase, Maryland, due to loss of control in severe turbulence; all 31 on board are killed.

June 26 – TWA Flight 891, a Lockheed Starliner, crashes due to a lightning strike shortly after taking off from Milan Malpensa Airport. All 68 passengers and crew on board are killed.

August 19 – A Transair Douglas Dakota crashes into a mountain in Spain, killing all 32 on board.

September 24 – TAI Flight 307, a Douglas DC-7, crashes into a pine forest on departure from Mérignac Airport, France; 54 of the 65 people on board are killed.

September 29 – Braniff Flight 542, a Lockheed L-188 Electra, breaks up in mid-air and crashes 4 miles (6.4 km) from Buffalo, Texas; all 34 on board perish.

October 30 – Piedmont Airlines Flight 349, a Douglas DC-3, crashes on Bucks Elbow Mountain near Charlottesville, Virginia, killing the crew of three and 23 of 24 passengers; the sole survivor is seriously injured; the cause is a navigational error during an Instrument Landing System approach.

November 16 – National Airlines Flight 967, a Douglas DC-7B, crashes into the Gulf of Mexico while on a flight from Tampa, Florida to New Orleans, Louisiana, in a possible case of sabotage; all 40 on board perish.

November 21 – Ariana Afghan Airlines Flight 202, a Douglas DC-4, crashes after an apparent in-flight fire, killing 24 of 27 on board.
1960s.

1960.
January 6 – National Airlines Flight 2511, a Douglas DC-6B bound from New York to Miami, crashes near Bolivia, North Carolina, when a bomb planted on board explodes in mid-air; all 34 people on board are killed.
January 18 – Capital Airlines Flight 20, a Vickers Viscount, en route from Washington National Airport to Norfolk International Airport crashes near Holdcroft, Virginia due to engine failure caused by icy conditions; all 50 on board are killed.
January 19 – Scandinavian Airlines System Flight 871, a Sud Aviation Caravelle, crashes while on approach to Esenboğa Airport, Ankara, Turkey, killing all 42 on board; an undetermined descent was to blame for the first fatal crash of the Sud Caravelle.
January 21 – Avianca Flight 671, a Lockheed Constellation, crashes on landing at Sangster International Airport, Jamaica, killing 2 of 7 crew and 35 of 39 passengers on board in Jamaica’s worst aviation accident.
February 25 – The 1960 Rio de Janeiro air crash: A United States Navy Douglas R6D-1 (DC-6A) collides with Real Transportes Aéreos Flight 753, a Douglas DC-3, over Rio de Janeiro, Brazil; of the 38 occupants of the American aircraft, 3 survive, and all 26 passengers and crew of the Brazilian aircraft are killed.
March 17 – Northwest Orient Airlines Flight 710, a Lockheed L-188 Super Electra en route from Chicago to Miami, Florida, breaks apart at 15,000 feet (4,600 m) and crashes near Terre Haute, Indiana, killing all 63 on board.
June 10 – Trans Australia Airlines Flight 538, a Fokker F-27, crashes into the ocean near Mackay, Queensland, Australia, killing all 29 on board in Australia’s worst civilian air disaster. This crash was responsible for the mandatory installation of cockpit voice recorders in airliners in Australia, followed by the rest of the world.
July 15 – Ethiopian Airlines Flight 372, a C-47 Skytrain, crashes into a mountain near Jimma, Ethiopia, killing the pilot.
September 26 – Austrian Airlines Flight 901, a Vickers Viscount, crashes short of runway 07 at Shermetyevo International Airport. 31 of the 37 passengers and crew on board are killed.
October 4 – Eastern Air Lines Flight 375, a Lockheed L-188 Super Electra, crashes on takeoff from Boston's Logan International Airport into Winthrop Bay, after multiple bird strikes; 62 of 72 aboard die.
October 29 – The Cal Poly football team plane crash: a chartered Curtiss C-46 crashes on takeoff at the Toledo Express Airport in Toledo, Ohio with the loss of twenty-two people including sixteen players on the California Polytechnic State University football team.
December 16 – The 1960 New York mid-air collision: United Airlines Flight 826, a Douglas DC-8, and TWA Flight 266, a Lockheed Super Constellation, collide in mid-air over Staten Island in New York; all 128 aboard the two planes and six people on the ground are killed. This is the first crash in which a flight recorder was used to provide details in a crash investigation. The accident was the deadliest U.S. commercial aviation disaster at the time.
1961.

January 3 – Aero Flight 311, a Douglas DC-3, crashes into woods near Koivulahti, Finland, killing all 25 on board.

February 15 – Sabena Flight 548, a Boeing 707, crashes on approach in Brussels, Belgium, killing 73, including the entire United States figure skating team: a runaway stabilizer is thought to have been the cause of the first fatal accident involving a 707 in regular passenger service.

March 28 – ČSA Flight 511, an Ilyushin Il-18, crashes in Gräfenberg, West Germany. All 52 passengers and crew on board were killed.

May 10 – Air France Flight 406, a Lockheed Starliner, crashes into the Sahara Desert near the Edjele oilfield in Algeria after a bomb goes off on board. All 78 passengers and crew were killed in the crash.

May 30 – Viasa Flight 897, a Douglas DC-8, crashes shortly after taking off from Lisbon Portela Airport. All 61 passengers and crew on board are killed.

June 12 – KLM Flight 823, a Lockheed L-188 Electra, crashes while on approach to Cairo International Airport due to pilot error; 20 of 36 on board die.

July 11 – United Airlines Flight 859, a Douglas DC-8, crashes on landing at Stapleton International Airport, killing 17 passengers and one person on the ground.

July 19 – Aerolíneas Argentinas Flight 644, a Douglas DC-6, crashes a half hour after takeoff from Ministro Pistarini International Airport in Buenos Aires, Argentina. All 67 passengers and crew on board were killed.

August 9 – The Holtaheia Accident: An Eagle Airways Vickers VC.1 Viking crashes at Holta, Strand, Norway, killing all 39 on board, including 36 people from the Archbishop Lanfranc School.

September 1 – TWA Flight 529, a Lockheed Constellation L-049 propliner, abruptly pitches up and crashes shortly after takeoff from Chicago's Midway Airport, killing all 73 passengers and 5 crew on board; a 5/16 inch bolt which fell out of the elevator control linkage just before the crash is blamed.

September 17 – Northwest Orient Airlines Flight 706, a Lockheed L-188 Electra, crashes on takeoff from Chicago as a result of a maintenance error causing the ailerons to become detached from the control wheels; all 37 on board die.

September 23 – Turkish Airlines Flight 835, a Fokker F27 Friendship crashes while on approach to Esenboğa Airport; 28 of the 29 passengers and crew on board perish in the crash.

October 7 – In the 1961 Derby Aviation crash, a Douglas Dakota crashes into Canigou mountainside en route to Perpignan from London, killing all 34 aboard.

November 8 – Imperial Airlines Flight 201/8, a Lockheed Constellation L-049, crashes on landing at Byrd Field near Richmond, Virginia; all 74 passengers—mostly new US Army recruits being flown to their base for training—die of carbon monoxide asphyxiation, along with three crew members; the captain and flight engineer survive by escaping the burning wreckage.

November 23 – Aerolíneas Argentinas Flight 322, a de Havilland Comet, crashes in Campinas, Brazil shortly after takeoff, killing all 12 crew and 40 passengers on board.
November 30 – Ansett-ANA Flight 325, a Vickers Viscount, crashes into Botany Bay, Australia, 9 minutes after takeoff, killing all 15 people on board.

1962.
February 25 – In the 1962 Avensa Fairchild F-27 accident, the plane crashes into San Juan mountain on Margarita Island, killing all 23 on board.
March 1 – American Airlines Flight 1, a Boeing 707, crashes in Jamaica Bay, Queens, New York due to a rudder malfunction, killing all 95 passengers and crew on board.
March 4 – Caledonian Airways Flight 153, a Douglas DC-7, crashes into a jungle swamp at Douala, Cameroon, killing all 111 on board.
March 8 – A Turkish Airlines Fairchild F-27 crashes into the Bolkar Mountains while on approach to Adana Airport; all 11 on board die.
March 16 – Flying Tiger Line Flight 739, a Lock heed L-1049 Super Constellation chartered by the United States military, and carrying 96 American soldiers en route to South Vietnam, disappears over the western Pacific.
May 6 – In the 1962 Channel Airways Dakota accident, a Douglas Dakota flies into a hill on the Isle of Wight in bad weather, 12 killed.
May 22 – Continental Airlines Flight 11, a Boeing 707, breaks up in mid-air near Unionville, Missouri after a passenger's bomb exploded in the lavatory; all 45 people on board are killed.
June 3 – Air France Flight 007, a chartered Boeing 707, overruns the runway on takeoff and burns down after the pilot rejected takeoff, killing many of Atlanta, Georgia’s civic and cultural leaders; two flight attendants are the only survivors, as 130 die in the worst single-aircraft accident to that date.
June 22 – Air France Flight 117, an international scheduled multi-leg Boeing 707 crashes in a forest hill on the island of Guadeloupe, while approaching Pointe-à-Pitre International Airport; 113 die in that accident with no survivors; the cause of the crash is never determined.
June 30 – Aeroflot Flight 902, a Tupolev Tu-104, is shot down by a missile near Voznesenka, Krasnoyarsk Krai; all 84 die in Russia's worst air accident at that time.
July 7 – Alitalia Flight 771, a Douglas DC-8, hits high terrain while descending due to navigation error near Junnar, Maharashtra, India; all 94 die.
July 19 – United Arab Airlines Flight 869, a de Havilland DH-106 Comet 4C on an international scheduled flight from Hong Kong to Cairo via Bangkok, crashes into the Khao Yai mountain while descending to Bangkok; all 26 die.
July 22 – Canadian Pacific Air Lines Flight 301, a Bristol Britannia, crashes during an attempted “go-around” following a three-engined approach at Honolulu International Airport, killing 27 of 40 on board.
November 23 – United Airlines Flight 297, a Vickers Viscount 745D, crashes near Ellicott City, Maryland, following a bird strike; all 17 people on board die.
November 30 – Eastern Air Lines Flight 512, a Douglas DC-7B, crashes as a result of pilot error during a missed approach at New York's Idlewild Airport; 25 of 51 on board are killed.

1963.
February 12 – Northwest Orient Airlines Flight 705, a Boeing 720, breaks up in turbulence associated with a severe thunderstorm and crashes into the Everglades; all 43 passengers and crew members on board are killed.

July 2 – Mohawk Airlines Flight 121, a Martin 4-0-4, crashes near Rochester, New York while attempting takeoff, killing seven of the 43 people on board.

July 3 – New Zealand National Airways Corporation Flight 441, a Douglas DC-3 en route from Whenuaupai Airport, Auckland to Tauranga, crashes into the Kaimai Ranges; all 23 aboard die, making it the worst air disaster in mainland New Zealand to date.

July 27 – United Arab Airlines Flight 869, a de Havilland Comet 4C, crashes into the sea while on approach to Bombay Airport, India, killing all 63 on board.

August 21 – An Aeroflot Tupolev Tu-124 ditches in the Neva river in Leningrad after engine failure; there were no fatalities among the 52 on board, but the aircraft is destroyed.

September 4 – Swissair Flight 306, a Sud Aviation Caravelle, crashes near Dürrenäsch, Switzerland due to an in-flight fire, killing all 80 on board.

November 29 – Trans-Canada Air Lines Flight 831, a Douglas DC-8, crashes shortly after takeoff from Montréal/Dorval Airport, killing all 118 people on board.

December 8 – Pan Am Flight 214, a Boeing 707, is struck by positive lightning and crashes near Elkton, Maryland, killing all 81 people on board.

1964.

February 25 – Eastern Air Lines Flight 304, a Douglas DC-8 flying from New Orleans International Airport to Washington National Airport, crashes into Lake Pontchartrain, killing all 51 passengers and seven crew aboard.

February 29 – British Eagle International Airlines Flight 802, a Bristol Britannia, crashes into a mountain near Innsbruck, Austria. All 75 passengers and 8 crew are killed in the crash.

May 7 – Pacific Air Lines Flight 773, a Fairchild F27, crashes near San Ramon, California, killing all 44 aboard, after a passenger shoots both the captain and first officer before turning the gun on himself.

June 20 – Civil Air Transport Flight B-908, a Curtiss C-46, crashes near Shenkang, Taiwan, killing all 57 on board.

July 9 – United Airlines Flight 823, a Vickers Viscount, crashes near Parrottsville, Tennessee after a fire on board; all 39 passengers and crew die.

November 15 – Bonanza Air Lines Flight 114, a Fairchild F27, slams into a mountain in poor weather while on a nighttime approach to Las Vegas, Nevada; all 29 aboard perish when the plane crashes only 10 feet (3 m) below a ridge.

November 20 – Linjeflyg Flight 277, a Convair CV-340, crashes during the approach to Engelholm, Sweden, when, in instrument meteorological conditions, the crew abandons the set procedure and descends prematurely; 31 people are killed; 12 survive.

November 23 – TWA Flight 800, a Boeing 707, suffers engine failure and crashes at Leonardo da Vinci-Fiumicino Airport, killing 50 of 73 on board; the cause is an inoperable thrust reverser.

December 24 – Flying Tiger Line Flight 282, a Lockheed Constellation, crashes near Sea World, California after an unexplained course deviation, killing the crew of three.

1965.

February 6 – LAN Chile Flight 107, a Douglas DC-6, crashes shortly after takeoff from Santiago-Los Cerrillos Airport in Santiago, Chile. All 87 passengers and crew on board are killed.

February 8 – Eastern Air Lines Flight 663, a Douglas DC-7B on takeoff, overreacts in avoiding Pan Am Flight 212 (a Boeing 707) on approach, loses control, and crashes into the ocean several miles off Jones Beach State Park, New York, killing all 84 on board.

April 14 – British United Airways Flight 1030X, a Douglas C-47, crashes on landing at Jersey Airport due to pilot error; of the 27 passengers and crew on board, only a flight attendant survives.

May 5 – Iberia Airlines Flight 401, a Lockheed L-1049 Super Constellation, crashes after striking a tractor on the runway at Los Rodeos Airport, Tenerife, during a go-around in foggy weather; 30 of 49 passengers and crew die.

May 20 – PIA Flight 705, a Boeing 720, crashes on descent to Cairo International Airport, killing 119 of 125 on board in the worst-ever accident involving the 720.

July 1 – Continental Airlines Flight 12, a Boeing 707, runs off the end of the runway at Kansas City Downtown Airport, breaking into three pieces; all 66 on board survive.
July 8 – Canadian Pacific Air Lines Flight 21, a Douglas DC-6, crashes near 100 Mile House, British Columbia after the explosion of a device in the lavatory; all 46 passengers and six crew aboard perish.

July 10 – A Skyways Coach-Air Avro 748 crashes on landing at Lympne Airport, Kent, United Kingdom due to a waterlogged runway; all 52 on board survive; this crash marks the first loss of the Avro 748/HS 748.

August 16 – United Airlines Flight 389, a Boeing 727, crashes into Lake Michigan at night, after the pilots apparently misread their altimeters; all 24 passengers and six crew perish in the first fatal crash of the Boeing 727.

September 17 – Pan Am Flight 292, a Boeing 707, crashes into Chances Peak, Montserrat in stormy weather; all 30 on board die.

November 8 – American Airlines Flight 383, a Boeing 727, crashes while on approach to Greater Cincinnati airport; of the 62 people on board, one flight attendant and three passengers survive.

November 11 – United Airlines Flight 227, a Boeing 727, crashes short of the runway during landing at Salt Lake City International Airport, Utah; 43 of 91 aboard are killed.

December 4 – The 1965 Carmel mid-air collision; Eastern Air Lines Flight 853, a Lockheed Super Constellation, collides with TWA Flight 42, a Boeing 707 over Carmel, New York; Flight 42 makes an emergency landing at John F. Kennedy International Airport; Flight 853 is forced to crash land on Hunt Mountain near Danbury, Connecticut, killing three passengers and one of the pilots on board; no casualties were reported on board Flight 42.

1966.

January 15 – Avianca Flight 4, a Douglas C-54, suffers engine failure and crashes off Cartagena, Colombia, killing 56 of 64 on board.

January 24 – Air India Flight 101, a Boeing 707–437, crashes into the south west face of Mont Blanc in France; all 106 passengers and 11 crew are killed. Sixteen years earlier Air India Flight 245 had crashed in almost exactly the same spot.

January 28 – Lufthansa Flight 005, a Convair 440, crashes at Bremen Airport; all 46 on board perish.

February 2 – Pakistan International Airlines Flight 17, a Sikorsky S-61 helicopter, crashes near Faridpur, Bangladesh, Pakistan; of the 23 on board, only a passenger survives.

February 4 – All Nippon Airways Flight 60, a Boeing 727–100, crashes into Tokyo Bay, Japan; all 133 aboard are killed in Japan's worst air disaster at that time.

March 4 – Canadian Pacific Air Lines Flight 402 (CP402), a McDonnell Douglas DC-8-43, crashes on landing at Tokyo International Airport in Japan, killing 64 passengers and crew; eight passengers survive.

March 5 – BOAC Flight 911, a Boeing 707 bound for Hong Kong, breaks up in mid-air and crashes at Mount Fuji near Gotenba, Japan, killing all 124 passengers and crew.

March 18 – United Arab Airlines Flight 749, an Antonov An-24, crashes while attempting to land at Cairo International Airport. All 30 passengers and crew on board were killed.

April 22 – American Flyers Flight 280, an Lockheed L-188 Electra, crashes into a hill short of Ardmore Municipal Airport in Oklahoma, United States. 83 of the 98 passengers and crew on board were killed.

August 6 – All 42 on board are killed when Braniff Flight 250, a BAC One-Eleven, flies into an active squall line and breaks apart in mid-air near Falls City, Nebraska.

September 1 – Britannia Airways Flight 105, a Bristol Britannia, crashes on approach to Ljubljana Jože Pučnik Airport in Ljubljana, Slovenia. 98 of the 117 passengers and crew on board were killed.

September 22 – Ansett-ANA Flight 149, a Vickers Viscount, crashes in Australia, killing all 24 people on board.

October 1 – West Coast Airlines Flight 956 crashes with 18 fatalities 5.5 miles (8.9 km) south of Wenme, Oregon, marking the first loss of a Douglas DC-9.

November 13 – All Nippon Airways Flight 533, a NAMC YS-11, plunges into Seto Inland Sea after an overrun at Matsuyama Airport, Shikoku, Japan, killing all 50 passengers and crew; this crash is the first loss of a YS-11.

November 15 – Pan Am Flight 708, a Boeing 727, crashes near Berlin, Germany; all three crew members are killed.

November 24 – TABSO Flight 101, an Ilyushin IL-18B, crashes into a wooded hillside shortly after takeoff from Bratislava, Czechoslovakia, killing all 82 aboard.
1967.
February 16 – Garuda Indonesia Flight 708, a Lockheed L-188 Electra, crashes on landing at Sam Ratulangi Airport, killing 22 of 84 passengers on board; all 8 crew survive.
March 5 – Lake Central Flight 527, a Convair 340, crashes near Marseilles, Ohio after a propeller detaches and severs the fuselage, causing a loss of control; all 38 on board die.
March 5 – Varig Airlines Flight 837, a Douglas DC-8, crashes while on approach to Roberts International Airport due to pilot error, killing 51 of 90 on board as well as 5 on the ground.
March 9 – TWA Flight 553, a McDonnell Douglas DC-9, collides with a Beechcraft Baron near Dayton, Ohio, killing all 26 on both planes.
March 13 – South African Airways Flight 406, a Vickers Viscount 818, crashes into the sea while on approach to East London, South Africa, killing all 25 passengers and crew on board; the pilot of the plane suffered a fatal heart attack while on approach and the co-pilot was unable to regain control of the aircraft.
April 20 – The 1967 Nicosia Britannia disaster: a Globe Air-operated Bristol Britannia on a charter flight in bad weather near Lakatamia, Cyprus, killing all 126 on board.
June 4 – In the Stockport air disaster, a British Midland Canadair C-4 Argonaut carrying passengers returning from Palma de Mallorca is on approach to Manchester Airport when an engine loses power because of a design failure in the aircraft's fuel system; 72 of 84 on board are killed.
June 23 – Mohawk Airlines Flight 40, a BAC One-Eleven, crashes in Blossburg, Pennsylvania, killing all 34 people on board.
June 30 – Thai Airways International Flight 601, a Sud Aviation Caravelle, crashes into the sea on landing at Kai Tak Airport, killing 24 of 80 on board.
July 19 – Piedmont Airlines Flight 22, a Boeing 727 departing from Asheville, North Carolina, crashes shortly after takeoff after a mid-air collision with a twin-engine Cessna 310 on instrument approach to Asheville; all 82 passengers and crew on both aircraft die.
October 12 – Cyprus Airways Flight 284, a De Havilland Comet, is destroyed by a bomb over the Mediterranean; all 66 passengers and crew perish in the crash.
November 4 – Iberia Airlines Flight 062, a Sud Aviation Caravelle, crashes at Black Down Hill, Sussex, United Kingdom; all 37 passengers and crew are killed.
November 6 – TWA Flight 159, a Boeing 707, overruns the runway at Greater Cincinnati Airport and catches fire; all on board escape the aircraft, but five of 127 aboard die in the resulting fire.
November 17 – Aeroflot Flight 2230, an Ilyushin Il-18, crashes just after takeoff from Kolotsovo Airport, killing all 107 passengers and crew on board in the worst-ever accident involving the Il-18; the cause of the crash remains undetermined.
November 20 – TWA Flight 128, a Convair 880, crashes in Constance, Kentucky on approach to Greater Cincinnati Airport, killing 70 of 82 persons on board.

1968.
March 6 – Air France Flight 212 crashes into the northwestern slope of La Soufrière Mountain, in Guadeloupe with the loss of all 63 lives on board.
March 24 – Aer Lingus Flight 712, a Vickers Viscount 803, crashes off the Irish coast; all 61 on board perish.
April 8 – BOAC Flight 712, a Boeing 707, suffers an engine fire after takeoff from London Heathrow Airport; the plane makes an emergency landing at Heathrow, but five of 127 aboard die in the resulting fire.
April 20 – South African Airways Flight 228, a Boeing 707, crashes just after takeoff from Strijdom International Airport, Windhoek, South West Africa (now Namibia) due to pilot error; of the 128 on board, only 5 survive.
May 3 – Braniff Flight 352, a Lockheed L-188A Super Electra en route from Houston, Texas to Dallas, breaks up in mid-air in a thunderstorm and crashes near Dawson, Texas; killing its five crew and 80 passengers. Nine years earlier Braniff Flight 542 crashes 49 miles (79 km) away in Buffalo.
May 22 – Los Angeles Airways Flight 841, a Sikorsky S-61L, crashes near Paramount, California resulting in the loss of 23 lives.
July 1 – Seaboard World Airlines Flight 253A, a Douglas DC-8, is forced to land in the Soviet Union; on board are over 200 American troops bound for Vietnam.
July 3 – In the 1968 BKS Air Transport Heathrow crash, an Airspeed Ambassador freight aircraft experiences metal fatigue and crashes while landing, striking two unoccupied British European Airways airliners. Six of the freighter's crew of eight are killed, as are eight racehorses being
transported. All Airspeed Ambassadors are grounded until a redesign strengthens the flaps. One of the BEA aircraft is repaired but is lost in the 1972 Staines air disaster.

July 23 – Three members of Popular Front for the Liberation of Palestine hijack El Al Flight 426 from Rome to Tel Aviv. Diverting to Algiers the negotiations extend over forty days. Both the hijackers and the hostages go free.

August 14 – Los Angeles Airways Flight 417, a Sikorsky S-61L prototype, crashes in Compton, California resulting in the loss of 21 lives.

September 11 – Air France Flight 1611, a Sud Aviation SE-210 Caravelle, crashes off Nice, France, after a fire in the cabin, killing 95 passengers and crew.

October 25 – Northeast Airlines Flight 946, a Fairchild 227, crashes near Etna, New Hampshire, killing 32 passengers and crew.

November 22 – Japan Airlines Flight 2, a Douglas DC-8, ditches in San Francisco Bay as a result of pilot error, all on board survive.

December 2 – Wien Consolidated Airlines Flight 55, a Fairchild F-27B, crashes into Pedro Bay, Alaska. All 39 passengers and crew on board are killed.

December 12 – Pan Am Flight 217, a Boeing 707, crashes near Caracas, Venezuela as a result of pilot error; all 51 on board died.

December 24 – Allegheny Airlines Flight 736, a Convair CV-580, crashes while on approach to Bradford Regional Airport. 20 of the 47 passengers and crew on board are killed.

December 27 – North Central Airlines Flight 458, a Convair CV-580, crashes into a hangar at O'Hare International Airport in Chicago, Illinois, killing 27 of the 45 people on board and one person on the ground.

December 31 – MacRobertson Miller Airlines Flight 1750, a Vickers Viscount, crashes in Australia, killing all 26 people on board.

1969.

January 5 – Ariana Afghan Airlines Flight 701, a Boeing 727-100C, arriving at London Gatwick Airport from Frankfurt Airport crashes into a house in dense fog, killing 48 of the 62 persons aboard; a married couple living at the house also died, but their baby survived.

January 6 – Allegheny Airlines Flight 737, a Convair CV-580, crashes while on approach to Bradford Regional Airport. 11 of the 28 passengers and crew on board are killed.

January 13 – Scandinavian Airlines Flight 933, a Douglas DC-8, crashes into Santa Monica Bay due to pilot error, killing 15 of 45 on board.

January 18 – United Airlines Flight 266, a Boeing 727, en route from Los Angeles to Milwaukee loses all electrical power and crashes into Santa Monica Bay; six crew and 32 passengers are killed.

February 18 – Hawthorne Nevada Airlines Flight 708, a Douglas DC-3, crashes near Lone Pine, California, killing all 35 people on board.

February 24 – Far Eastern Air Transport Flight 104, a Handley Page Dart Herald, suffers engine failure and crashes while on approach to Tainan Airport, Taiwan; all 36 on board die.

March 16 – Viasa Flight 742, a McDonnell Douglas DC-9-30, crashes on takeoff from Maracaibo, Venezuela. All 84 passengers on board, plus 71 people on the ground were killed in the crash. At 155 people dead, it was the worst aviation disaster in history at that time.

March 20 – In the 1969 Aswan Ilyushin II-18 crash, a United Arab Airlines flight crashes while attempting to land at Aswan International Airport. 100 of the 105 passengers and crew on board were killed.

April 2 – LOT Polish Airlines Flight 165, an Antonov An-24, crashes in southern Poland, killing all 53 people on board.

April 28 – LAN Chile Flight 160, a Boeing 727, crashes near Colina, Chile; all 60 on board survive.

June 4 – Mexicana Flight 704, a Boeing 727, crashes near Salinas Victoria in Mexico. All 79 passengers and crew on board are killed.

August 29 – In the TWA Flight 840 hijacking, two operatives from the Popular Front for the Liberation of Palestine force a Boeing 707 to land at Damascus, Syria; all passengers were released except for two passengers who were released two months later; there are no casualties to the 127 on board, but the aircraft's nose section is blown up.

September 9 – Allegheny Airlines Flight 853, a Douglas DC-9, collides in flight with a Piper PA-28 Cherokee and crashes near Fairland, Indiana, killing all 83 occupants aboard the two aircraft.

September 12 – Philippine Airlines Flight 158, a BAC One-Eleven, crashes on approach to Manila International Airport, killing 45 of the 47 passengers and crew on board.
November 19 – Mohawk Airlines Flight 411, a Fairchild 227, crashes near Glens Falls, New York, killing all 14 people on board.

November 20 – Nigeria Airways Flight 825, a Vickers VC-10, crashes on approach to Lagos International Airport killing all 87 passengers and crew on board.

December 4 – Air France Flight 212, a Boeing 707-328B, crashes into the sea shortly after takeoff from Simon Bolivar International Airport with the loss of all 62 on board.

December 8 – Olympic Airways Flight 954, a DC-6, crashes into Mt. Parnes while on approach to Athens-Ellinikon International Airport. All 90 passengers and crew on board are killed.

1970s.

1970.

February 4 – Aerolíneas Argentinas Flight 707, a Hawker Siddeley HS 748, crashes near Loma Alta, Argentina, killing all 37 on board.

February 15 – In the Dominicana DC-9 air disaster; all 102 persons on board are killed when the aircraft crashes shortly after takeoff from Santo Domingo in the Dominican Republic.

February 21 – A bomb in the cargo hold of Swissair Flight 330, a Convair CV-990, detonates nine minutes after takeoff from Zurich International Airport, Switzerland; all 38 passengers and nine crew perish.

March 31 – Japan Airlines Flight 351, a Boeing 727, is hijacked to North Korea by a Japanese Red Army faction.

April 21 – Philippine Airlines Flight 215, a Hawker Siddeley HS 748, explodes in mid-air and crashes 75 mi (121 km) north of Manila; killing all 36 on board; a bomb is suspected.

May 2 – ALM Flight 980, a Douglas DC-9 operated by Overseas National Airways, ditches near St. Croix, Virgin Islands, killing 23, including two infants and one crew member; 40, including 4 crew members, survive.

July 3 – The 1970 Dan-Air de Havilland Comet crash takes place near Girona, Spain due to a navigation error, killing all 112 on board.

July 5 – Air Canada Flight 621, a Douglas DC-8, explodes following a failed landing at Toronto Pearson International Airport, with 109 fatalities.

August 9 – LANSA Flight 502, a Lockheed L-188 Electra turboprop, crashes and burns shortly after takeoff from Cuzco, Peru, killing 99 people on the plane and two on the ground; among the dead are 49 U.S. high school exchange students.

August 12 – China Airlines Flight 206, a NAMC YS-11, crashes in thick fog and a severe thunderstorm into Yuan Mountain, near Taipei International Airport, killing 14 of 31 people on board.

September 6 – The Popular Front for the Liberation of Palestine orchestrates the Dawson’s Field hijackings of El Al Flight 219 (Boeing 707), Pan Am Flight 93 (Boeing 747), Swissair Flight 100 (Douglas DC-8), TWA Flight 741 (Boeing 707), and (on September 9) BOAC Flight 775 (Vickers VC10); the unprecedented scale of the incident draws international outrage and plays a major role in instigating the eventual widespread implementation of air passenger screening, heretofore done only haphazardly and inconsistently; Flight 93 is the first ever loss of the Boeing 747.

October 2 – In what is known as the Wichita State Crash, a Martin 4-0-4 aircraft crashes near Silver Plume, Colorado; it is one of two planes carrying the Wichita State University football team to Logan, Utah for a match. Of the 40 people on board, 31 are killed.

November 14 – Southern Airways Flight 932, a chartered Douglas DC-9, crashes on approach at Tri-State Airport in Huntington, West Virginia, killing all 75 on board, including 37 players of the Marshall University football team and all but one of the coaching staff.

1971.

January 22 – In the 1971 Surgut Aeroflot Antonov An-12 crash, an An-12 crashes due to icing while on approach to Surgut International Airport; all 13 on board are killed.

June 6 – A United States Marine Corps McDonnell Douglas F-4B Phantom II fighter jet collides with Hughes Airwest Flight 706, a Douglas DC-9, which crashes into the San Gabriel Mountains near Duarte, California, killing all 49 people aboard; the pilot of the Phantom also dies, while his radar intercept officer successfully bails out.
June 7 - Allegheny Airlines Flight 485 crashed while on approach to New Haven Regional Airport. 28 of the 31 passengers and crew on board were killed in the accident.

July 3 – Toa Domestic Airlines Flight 533, a NAMC YS-11, hits Yokotsudake (Yokotsu Mountain) near Hakodate Airport, Hokkaidō, Japan, killing all 68 passengers and crew in the worst ever disaster involving the YS-11.

July 30 – All Nippon Airways Flight 58, a Boeing 727-200, collides with a JSDF F-86 fighter jet at Shizukuishi near Morioka, Japan, killing all 162 passengers and crew; the JSDF pilot parachutes to safety, and is later arrested by local police on suspicion of colliding with a civilian aircraft.

July 30 – Pan Am Flight 845, a Boeing 747-100, attempts to take off from San Francisco at the wrong speed, over-running the runway and colliding with approach lighting structures; the aircraft sustains damage to flight control and other systems, but becomes airborne, circles over the ocean to dump fuel, and lands back in San Francisco; of the 218 on board, 29 are injured, 10 seriously.

September 4 – Alaska Airlines Flight 1866, a Boeing 727, crashes into a mountain in the Tongass National Forest near Juneau, Alaska, killing all 111 on board.

September 6 – Paninternational Flight 112, a BAC One-Eleven, suffers dual engine failure just after takeoff and crashes onto the A7 near Hamburg Airport, killing 22 of 121 on board.

October 2 – British European Airways Flight 706, a Vickers Vanguard, breaks up in mid-air due to corrosion and crashes near Aarsele, Belgium, killing all 63 passengers and crew on board.

November 10 – In the 1971 Indian Ocean Vickers Viscount crash, a Merpati Nusantara Airlines plane crashes into the Indian Ocean off Padang, Indonesia in bad weather, killing all 66 on board.

November 24 – A man reported as D. B. Cooper hijacks Northwest Orient Airlines Flight 305, a Boeing 727, out of Portland, Oregon, releasing the passengers in exchange for US$200,000 and four parachutes; the crew takes off with Cooper on board, and he parachutes from the plane; Cooper is never found and his fate remains unknown, although a roll of bills from his ransom is found in a riverbed many years later.

December 24 – LANSAT Flight 508, a Lockheed L-188 Electra en route from Lima to Pucallpa, Peru, breaks apart in mid-air after being set aflame by lightning; it crashes in the Amazon Rainforest and 91 people die; one German teenage girl, Juliane Koepcke, survives after falling two miles (3 km) down into the rainforest strapped to her seat; she walks through the jungle for 10 days until being rescued by local lumbermen.

1972.

January 7 – Iberia Airlines Flight 602, a Sud Aviation SE 210 Caravelle, crashes into a mountain while on approach to Ibiza Airport in Spain, killing all 104 passengers and crew on board.

January 26 – JAT Flight 367, a McDonnell Douglas DC-9, suffers a bomb explosion in mid-air; 27 of 28 on board are killed; Vesna Vulović, the only survivor, is entered in the Guinness Book of World Records for surviving the longest fall without a parachute.

February 22 – Lufthansa Flight 649, a Boeing 747 en route from Tokyo to Frankfurt, is hijacked during the Delhi-Athens leg and forced to divert to Aden, where all 182 passengers and crew are released in exchange for a $5 million ransom.

March 3 – Mohawk Airlines Flight 405, a Fairchild F-27, crashes near Albany, New York while descending to land, killing 16 of the 48 people on board and 1 on the ground.

March 14 – Sterling Airways Flight 296, a Sud Caravelle, crashes near Kalba, United Arab Emirates due to pilot error; all 112 on board die in the worst air disaster in the history of the United Arab Emirates.

March 19 – EgyptAir Flight 763, a McDonnell Douglas DC-9, crashes on approach to Aden International Airport, killing all 30 passengers and crew.

May 5 – Alitalia Flight 112, a Douglas DC-8 en route from Leonardo da Vinci Airport to Palermo International Airport, Italy, crashes into Mount Longa some 5 km (3.1 mi) south-west of Palermo, killing all 115 passengers and crew on board; it remains the deadliest single-aircraft disaster in Italy.

May 18 – Aeroflot Flight 1491, an Antonov An-10, suffers in-flight structural failure on approach to Kharkov Airport in the Ukraine; all 122 passengers and crew on board are killed.

June 12 – American Airlines Flight 96, a McDonnell Douglas DC-10, suffers explosive decompression when one of its cargo doors fails in mid-flight; the crew manages an emergency landing at Detroit Metropolitan Wayne County Airport where all 67 on board are evacuated safely.

June 14 – Japan Airlines Flight 471, a Douglas DC-8 en route from Don Mueang International Airport in Bangkok, Thailand to Palam International Airport (now Indira Gandhi International Airport) in New
Delhi, India crashes outside of New Delhi, killing 82 of 87 occupants on board and an additional 3 on the ground.

June 15 – A carry-on suitcase bomb explodes on Cathay Pacific Flight 700Z, a Convair 880, at 29,000 feet (8,800 m) over Vietnam; all 81 on board perish.

June 18 – British Airways Flight 548, a Hawker Siddeley Trident, undergoes a series of stalls as a result of pilot error, followed by a deep stall, crashing near Staines, United Kingdom; all 118 on board are killed.

June 24 – Prinair Flight 191, a De Havilland Heron, over-rotates because of pilot error and crashes in Ponce, Puerto Rico, killing 5 of 20 people on board.

June 29 – In the 1972 Lake Winnebago mid-air collision, North Central Airlines Flight 290, a Convair CV-580, and Air Wisconsin Flight 671, a de Havilland Canada DHC-6 Twin Otter, collide over Lake Winnebago near Appleton, Wisconsin, killing all 13 people on board the two aircraft.

August 14 – The 1972 Königs Wusterhausen air disaster: an Interflug Ilyushin Il-62, crashes near Königs Wusterhausen, all 156 passengers and crew are killed in Germany's worst air disaster.

August 16 – A Burma Airways Douglas C-47 crashes into the sea off Thandwe, Burma, killing 25 of 28 on board.

September 24 – Japan Airlines Flight 472, a Douglas DC-8 with 122 on board, overruns the runway after landing at the wrong airport; no fatalities.

October 8 – United Airlines Flight 553, a Boeing 737, crashes after aborting its landing attempt at Chicago Midway International Airport, killing 43 of 60 people on board and 2 people on the ground; among those killed was Dorothy Hunt, wife of Watergate conspirator E. Howard Hunt. The crash is the first fatal crash involving the 737-200.

October 8 – Pakistan International Airlines Flight 631 entered a heavy rainstorm on approach to Rawalpindi and crashes into a hillside. The airliner broke into three pieces. All 26 people aboard perished on the hillside.

December 20 – In the 1972 Chicago-O'Hare runway collision, Delta Airlines Flight 954, a Convair CV-880, and North Central Airlines Flight 575, a McDonnell Douglas DC-9, collide, killing 10 people and injuring 17.

December 23 – Braathens SAFE Flight 239, a Fokker F-28, crashes in Asker upon landing at Fornebu airport, Oslo, Norway, killing 40 of 45 people on board.

December 29 – Eastern Air Lines Flight 401, a Lockheed L-1011 TriStar, crashes in the Florida Everglades, killing 103 of 176 people on board; the crew is distracted by a faulty gear-down light, resulting in controlled flight into terrain; this is the first crash of a widebody aircraft and the first loss of a Lockheed Tristar.


January 22 – In the Kano air disaster, a Boeing 707 crashes while attempting to land at Kano International Airport in Nigeria, killing 176 of the 202 passengers and crew on board.

January 29 – An EgyptAir Ilyushin Il-18 crashes in the Kyrenia mountain range while on approach to Nicosia International Airport; all 37 on board die.

February 21 – Libyan Arab Airlines Flight 114, a Boeing 727, strays off course and is shot down by Israeli jets in the Sinai war zone, killing 108 of 113 people on board.

March 3 – Balkan Bulgarian Airlines Flight 307, an Ilyushin Il-18, crashes short of the runway at Sheremetyevo International Airport, killing all 25 on board.

April 10 – Invicta International Airlines Flight 435, a Vickers Vanguard 952 from Bristol Lulsgate to Basle, flies into a hillside near Hochwald, Switzerland, somersaults and breaks up, killing 108 with 40 survivors.

May 31 – Indian Airlines Flight 440, a Boeing 737, crashes while on approach to Palam Airport in New Delhi, India. 48 of the 65 passengers and crew on board are killed in the accident.

June 20 – Aeroméxico Flight 229, a Douglas DC-9, crashes into the side of Las Minas Mountain while on approach to Lic. Gustavo Díaz Ordaz International Airport; all 27 on board die.
July 11 – Varig Flight 820, a Boeing 707, experiences an onboard fire and crashes near Paris, France, killing 123 out of 134 on board.

July 22 – Pan Am Flight 816, a Boeing 707, crashes shortly after takeoff from Faa’a’s airport Tahiti, French Polynesia, killing 77 out of 78 on board.

July 23 – Japan Air Lines Flight 404, a Boeing 747, is hijacked after takeoff from Amsterdam Schiphol Airport in the Netherlands; one hijacker is killed and the flight’s purser injured by a grenade blast; after several days and multiple flight legs, the passengers are released in Benghazi, Libya and the aircraft is blown up on the ground; this is the first loss of a Boeing 747-200.

July 23 – Ozark Air Lines Flight 809, a Fairchild-Hiller FH-227, crashes short of the runway at St. Louis International Airport due to windshear from a thunderstorm, killing 38 of 44 on board.

July 31 – Delta Air Lines Flight 723, a Douglas DC-9, descends prematurely and crashes on final approach to Boston Logan International Airport, killing all 89 on board; probable cause is unstabilized final approach by the flight crew.

August 13 – Aviaco Flight 118, a Sud Caravelle, en route from Madrid to A Coruña crashes while approaching A Coruña Alvedro airport, in Montrove, 2 km from the airport; all 85 on board died, and 1 on the ground.

September 11 – JAT Airways Flight 769, a Sud Aviation Caravelle, crashes into Mt. Maganik near Kolašin, Montenegro, killing all 41 on board.

September 27 – Texas International Airlines Flight 655, a Convair 600, crashes into Black Fork Mountain while avoiding thunderstorms, killing all 11 passengers and crew on board.

September 30 – Aeroflot Flight 3932, a Tupolev Tu-104, crashes shortly after takeoff from Koltsovo Airport in Sverdlovsk, Soviet Union. All 108 passengers and crew on board were killed.

October 13 – Aeroflot Flight 964, a Tupolev Tu-104, crashes while on approach to Domodedovo International Airport, Moscow, Soviet Union. All 122 passengers and crew on board were killed.

December 17 – In the 1973 Rome airport attacks and hijacking, a Boeing 707 operating Pan Am Flight 110, is firebombed by Palestinian gunmen while waiting at a gate at Leonardo da Vinci–Fiumicino Airport, Rome, Italy, killing 29 of 68 passengers and crew on board; other gunmen then hijack a Lufthansa-operated Boeing 737 en route Munich; in total, 33 die as a result of the firebombing and hijacking.

1974.

January 26 – Turkish Airlines Flight 301 crashes after takeoff from Izmir Cumaovasi Airport due to wing icing; of the 73 on board, only 7 survive.

January 30 – Pan Am Flight 806, a Boeing 707-320B, crashes on approach to Pago Pago International Airport on American Samoa. 97 of the 101 passengers and crew on board are killed.

March 3 – Turkish Airlines Flight 981, a McDonnell Douglas DC-10, crashes in the Ermenonville forest near Senlis, France after the rear underfloor cargo door opens in mid-flight; all 346 on board die.

April 18 – Court Line Flight 95, a BAC One-Eleven, collides with a Piper Aztec on the runway at London Luton Airport, killing the pilot of the Aztec; there are no casualties on board the One-Eleven, but the aircraft is substantially damaged; the Aztec is written off.

April 22 – Pan Am Flight 812, a Boeing 707-320B, crashes into mountainous terrain 42.5 nautical miles (78.7 km) northwest of Denpasar, Bali. All 107 passengers and crew on board are killed.

September 8 – TWA Flight 841, a Boeing 707, breaks up after a bomb explodes in the cargo hold and plunges into the Ionian Sea, killing all 88 on board.

September 11 – Eastern Air Lines Flight 212, a McDonnell Douglas DC-9, crashes on approach to Charlotte, North Carolina; 72 of 82 people on board are killed.

September 15 – Air Vietnam Flight 706, a Boeing 727, is hijacked and crashes in Phan Rang, Vietnam; all 75 on board die.

November 20 – Lufthansa Flight 540 crashes shortly after takeoff in Nairobi, Kenya; 59 of 157 on board are killed in the first crash of a Boeing 747.

December 1 – TWA Flight 514, a Boeing 727 inbound to Dulles International Airport, crashes into Mount Weather in Bluemont, Virginia, killing all 85 passengers and 7 crew.

December 4 – Martinair Flight 138, a Douglas DC-8 on a charter flight, crashes into a mountain shortly before landing, on approach to Katunayake, Sri Lanka for a refueling stop; killing all aboard – 182 Indonesian haji pilgrims bound for Mecca, and 9 crew members.

December 22 – Avensa Flight 358, a McDonnell Douglas DC-9, suffers dual engine failure after takeoff and crashes near Maturín, Venezuela, killing all 77 on board.
January 9 – Golden West Airlines Flight 261, a De Havilland Twin Otter, collides with a Cessna 150 near Whittier, California, killing all 14 people in both aircraft.

January 30 – Turkish Airlines Flight 345, a Fokker F-28, crashes into the Sea of Marmara after a missed approach; all 42 on board die; the cause is never determined.

March 31 – Western Airlines Flight 470, a Boeing 737, overruns the runway at Casper/Natrona County International Airport and crashes into a ditch; all 99 on board survive.

June 24 – Eastern Air Lines Flight 66, a Boeing 727, encounters wind shear on final approach and strikes approach lights at John F. Kennedy International Airport, killing 112 of 124 people on board.

August 3 – The Agadir air disaster: an Air Maroc-operated Boeing 707 owned by Royal Jordanian Airlines crashes while on approach to Agadir, Morocco due to pilot error; all 188 on board die in the worst ever accident involving the Boeing 707.

August 20 – ČSA Flight 540, a Ilyushin Il-62 crashes while on approach to Damascus, Syria. 126 of the 128 passengers and crew on board die in the accident.

September 1 – Interflug Flight 1107, a Tupolev Tu-134, crashes while on approach to Leipzig, killing 27 of 34 on board.

August 30 – Wien Air Alaska Flight 99, a Fairchild F-27, crashes into Seuvokuk Mountain, Alaska while on approach to Gambell Airport, killing 10 of 32 on board.

September 24 – Garuda Indonesia Flight 150, a Fokker F-28 Fellowship, crashes while on approach to Sultan Mahmud Badaruddin II Airport in foggy weather; 25 of 61 on board die; one person on the ground also dies.

September 30 – Malév Flight 240, a Tupolev Tu-154, crashes on approach near Lebanon, killing all 60 people on board.

October 30 – Inex-Adria Aviopromet Flight 450, a McDonnell Douglas DC-9, crashes on approach in Prague suburb, killing 75 of 120 on board.

1976.

January 1 – Middle East Airlines Flight 438, a Boeing 720, crashes in Saudi Arabia when a bomb explodes in the forward baggage compartment, killing all 81 people on board.

January 3 – Aeroflot Flight 2003, a Tupolev Tu-124, crashes just after takeoff from Vnukovo Airport due to instrument failure, killing all 61 passengers and crew on board and one person on the ground.

April 27 – American Airlines Flight 625, a Boeing 727, crashes on approach to St. Thomas, Virgin Islands, killing 37 of 88 people on board.

June 1 – Aeroflot Flight 418, a Tupolev Tu-154, crashes into a mountain side on the island of Bioko in Equatorial Guinea; all 45 on board die.

June 27 – Air France Flight 139, an Airbus A300, is hijacked from Athens by two Palestinians and two Germans who divert the flight to Libya and then to Uganda, where the plane is met by pro-Palestinian forces from Idi Amin's government; Israeli troops eventually storm the airport in Operation Entebbe, killing hijackers and Ugandan soldiers and freeing all but three of the hostages; Israeli colonel Yonatan Netanyahu, brother of Benjamin Netanyahu, is also killed in the raid.

July 28 – Czechoslovakia Airlines Flight 001, an Ilyushin Il-18, crashes near Bratislava in Czechoslovakia, killing 76 of 78 people on board.

August 15 – SAETA Flight 232, a Vickers Viscount 785D, goes missing mid-route from Quito to Cuenca, Ecuador; all 4 crew members and 55 passengers are killed, but the scene remains undiscovered for over 26 years until February 2003, when climbers on the eastern face of the stratovolcano Chimborazo come upon the site.

September 10 – 1976 Zagreb mid-air collision between British Airways Flight 476, a Hawker Siddeley Trident, and Inex-Adria Flight 330, a McDonnell Douglas DC-9, near Zagreb, Yugoslavia, kills all 176 people on board both aircraft.

September 19 – Turkish Airlines Flight 452, a Boeing 727, crashes into a hillside near Karatepe, Turkey, while on approach to Antalya Airport; all 154 passengers and crew die.

October 6 – Cubana de Aviaci{on} Flight 455, a Douglas DC-8, is bombed by anti-Castro militants and crashes near Bridgetown, Barbados, killing all 73 people on board.

October 12 – Indian Airlines Flight 171, a Sud Caravelle, crashes while attempting an emergency landing at Bombay Airport; all 95 passengers and crew on board are killed.
November 23 - Olympic Airways Flight 830, a NAMC YS-11A, crashes into a mountain in Greece in low visibility, killing all 50 on board.
December 25 – EgyptAir Flight 864, a Boeing 707, crashes into an industrial complex near Bangkok, Thailand due to pilot error; all 52 on board are killed as well as another 19 on the ground.

1977.
March 27 – in the Tenerife airport disaster, KLM Flight 4805 and Pan Am Flight 1736, both Boeing 747s, collide on the runway at Los Rodeos Airport; 583 of 644 people on board both aircraft are killed in the worst accident in the history of commercial aviation.
April 4 – Southern Airways Flight 242, a McDonnell Douglas DC-9, crash-lands on a highway near New Hope, Georgia after encountering a dual engine failure in a thunderstorm; 63 of 85 aboard are killed, along with 9 people on the ground.
April 27 – an Aviateca Convair 240 crashes near Guatemala City, Guatemala, due to a maintenance error, killing all 28 people on board.
May 14 – in the 1977 Dan-Air Boeing 707 crash, a Boeing 707 crashes near Lusaka, Zambia, due to structural failure, killing all 6 on board.
May 27 – Aeroflot Flight 331, an Ilyushin II-62, crashes while on approach to Havana, Cuba, killing 68 out of 70 people on board, plus one person on the ground. It remains the second-worst air accident in Cuba's history.
September 27 – Japan Airlines Flight 715, a Douglas DC-8, flies into a hillside while on approach to Sultan Abdul Aziz Shah Airport, killing 34 of 79 on board.
September 28 – Japan Airlines Flight 472, a Douglas DC-8, is hijacked after taking off from Mumbai, India by Japanese Red Army (JRA) terrorists, who force the aircraft to land in Dhaka, Bangladesh, where they demand US$6,000,000 and the release of nine imprisoned JRA members being held in Japan; the Japanese government complies and all of the hostages are eventually released.
October 13 – Lufthansa Flight 181, a Boeing 737, is hijacked by four Palestinian members of the PFLP, who kill the captain; subsequently, German police commandos from GSG 9 storm the aircraft, killing three of the hijackers and capturing the fourth, with no other casualties.
October 20 – in the 1977 Convair CV-300 crash, the airliner chartered by the band Lynyrd Skynyrd runs out of fuel en route to Baton Rouge, Louisiana, crashing five miles (8 km) north of Gillsburg, Mississippi in a swampy pine forest while trying to reach an alternate airport; band members Ronnie Van Zant, Steve and Cassie Gaines, plus assistant road manager Dean Kilpatrick and the two pilots of the aircraft, are killed in the accident.
November 19 – TAP Portugal Flight 425, a Boeing 727, overruns the runway at Madeira Airport and plunes over a steep bank, bursting into flames and killing 131 of the 164 people on board.
December 2 – in the 1977 Benghazi Libyan Arab Airlines Tu-154 crash, a Tupolev Tu-154 leased from Balkan Bulgarian Airlines crashes near Benghazi, Libya due to fuel starvation, killing 59 of 165 on board.
December 4 – Malaysian Airline System Flight 653, a Boeing 737, is hijacked under mysterious circumstances; minutes later, the airliner crashes in a swamp near Tanjung Kupang, Malaysia at a steep angle, killing all 100 people aboard.
December 17 – United Airlines Flight 2860, a Douglas DC-8, crashes in the Wasatch Range in Utah, killing the three crew on board.
December 18 – SA de Transport Aérien Flight 730, a Sud Aviation SE-210 Caravelle 10R, crashes into the sea while on final approach to Madeira Airport, killing 36 people.

1978.
January 1 – Air India Flight 855, a Boeing 747, crashes into the Arabian Sea as a result of instrument malfunction and pilot error; all 213 passengers and crew die.
February 11 – Pacific Western Airlines Flight 314, a Boeing 737-200, from Edmonton crashes at Cranbrook Airport after thrust reversers did not fully stow following a rejected landing, killing 42 of the 48 people on board.
March 16 – In the 1978 Balkan Bulgarian Tupolev Tu-134 crash, a Tupolev Tu-134 crashes near the village of Gabare, Bulgaria, killing all 73 people on board.
April 20 – Korean Air Lines Flight 902, a Boeing 707, is shot down by Soviet fighter planes; the plane crash-lands near the Soviet Union's border with Finland; two of the 109 people on board are killed, the rest were subsequently released.

May 8 – National Airlines Flight 193, a Boeing 727, lands short on approach to Pensacola, Florida, United States in Escambia Bay, as a result of pilot error; three passengers out of fifty-eight people on board drown.

June 26 – Air Canada Flight 189, a McDonnell Douglas DC-9, crashes on takeoff in Toronto, Ontario, Canada because of tire failure; Two of the 107 passengers and crew on board die.

June 26 – Helikopter Service Flight 165, a Sikorsky S-61, crashes into the North Sea while en route to Statfjord oil field due to fatigue failure of a rotor, killing all 18 on board.

August 30 – In the LOT Flight 165 hijacking, two East German citizens hijack a Tupolev Tu-134, and force it to land at Tempelhof Airport; there are no casualties to the 63 passengers on board.

September 3 – Air Rhodesia Flight 825 from Kariba to Salisbury is shot down by a SA-7 surface-to-air missile; eighteen of the fifty-six passengers initially survive the emergency landing, 10 are subsequently killed by Zimbabwe People's Revolutionary Army (ZIPRA) militants.

September 25 – PSA Flight 182, a Boeing 727, collides with a Cessna 172 over San Diego, California, United States; all 135 aboard the airliner, both pilots of the Cessna, and 7 people on the ground are killed, making this the worst aviation disaster in California history.

November 15 – Icelandic Airlines Flight LL 001, a Douglas DC-8 on a charter flight, crashes into a coconut plantation while on approach to Katunayake, Sri Lanka for a refueling stop; 183 out of 262 people on board are killed.

December 23 – Alitalia Flight 4128, a McDonnell Douglas DC-9-32, crashes into the Tyrrhenian Sea when on approach to Palermo International Airport in Palermo, Italy. Of the 129 passengers and crew, 108 are dead.

December 28 – United Airlines Flight 713, a Douglas DC-8, runs out of fuel while circling near Portland, Oregon, United States, as the crew investigates a light indicating a problem with the landing gear; the plane crashes in a wooded area, killing 10 and injuring 24 of the 181 on board.

January 30 – In the 1979 Boeing 707-323C disappearance, a Boeing 707 operated by Varig and bound for Rio de Janeiro-Galeão International Airport, disappears over the Pacific Ocean 125 miles (201 km) after takeoff from Tokyo Narita International Airport; the cause for the disappearance remains unknown, as neither survivors (6-man flight crew) nor wreckage have ever been found.

February 12 – Air Rhodesia Flight 827, a Vickers Viscount on a flight between Kariba and Salisbury, is shot down by a SA-7 (Strela 2) surface-to-air missile shortly after take off in similar circumstances to Flight 825 five month earlier; all 55 passengers and 4 crew are killed.

March 13 – Alia Royal Jordanian Flight 600 crashes following a missed approach at Doha International Airport, Qatar; 44 of the 64 on board are killed.

March 17 – Aeroflot Flight 1691, a Tupolev Tu-104, crashes near Vnukovo International Airport while attempting to make an emergency landing after a fire alarm is reported, killing 58 of 119 on board.

March 29 – Quebecair Flight 255, a Fairchild F-27 bound for Montreal, crashes minutes after takeoff from Quebec City as it was attempting to return to the airport following the explosion of its number 2 engine, killing 17 of the 24 people on board.

April 4 – TWA Flight 841, a Boeing 727 en route from John F. Kennedy International Airport to Minneapolis-Saint Paul International Airport goes into a spiral dive over Saginaw, Michigan following the loss of the number 7 slat; despite the loss of 34,000 feet (10,000 m) in altitude within 63 seconds, all 89 passengers and crew survive an emergency landing at Detroit Metropolitan Wayne County Airport after the first officer regains control of the plane at 5,000 feet (1,500 m).

May 25 – American Airlines Flight 191, a McDonnell Douglas DC-10, crashes upon takeoff from O'Hare International Airport after its left engine becomes detached from the wing, killing all 271 on board and 2 on the ground in the worst single-aircraft airliner accident on U.S. soil.

June 17 – Air New England Flight 248, a de Havilland Canada DHC-6 Twin Otter, crashes near Camp Greenough, Massachusetts while on approach to Barnstable Municipal Airport, killing the pilot.

July 11 – A Garuda Indonesia Fokker F28 strikes a volcano on approach to Medan Airport, Indonesia, killing all 61 on board.

July 31 – Dan-Air Flight 0034, a Hawker Siddeley HS 748 failed to become airborne at Sunburgh Airport, Scotland. Of the 47 on board, 15 passengers and two crew die.
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<td>Air New Zealand Flight 901, a McDonnell Douglas DC-10, collides with Mount Erebus, Antarctica during a sightseeing flight, killing all 257 people on board; this crash is also known as the Mount Erebus Disaster.</td>
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<td>December 23</td>
<td>A Turkish Airlines Fokker F28 crashes into a hillside near Kuyumcuköy, Ankara, Turkey while on approach to Esenboğa Airport; of the 45 on board, only 4 survive.</td>
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1980s.

1980.

January 21 – Iran Air Flight 291, a Boeing 727, crashes into the Alborz Mountains near Tehran, Iran amid a snowstorm on approach to Mehrabad International Airport; of the 128 people on board, no one survives.

February 21 – Advance Airlines Flight 4210, a Beechcraft Super King Air 200, crashes shortly after takeoff from Sydney Airport after an engine failure, killing all 13 people on board.

March 14 – LOT Flight 7, an Ilyushin Il-62, crashes near Warsaw, Poland after the No. 2 engine disintegrates and severs the elevator and rudder control lines; all 87 on board are killed.

April 12 – Transbrasil Flight 303, a Boeing 727, crashes into a hill near Florianópolis, Brazil, killing 55 of 58 on board.

April 25 – Dan-Air Flight 1008, a Boeing 727, crashes into a mountain near Tenerife, Spain, killing all 138 passengers and 8 crew on board.

April 27 – Thai Airways Flight 231, a Hawker Siddeley HS 748, crashes while on approach to Don Mueang International Airport, Bangkok, Thailand, in severe weather, killing 44 of 53 on board.

June 27 – Aerolinee Itavia Flight 870, a McDonnell Douglas DC-9, crashes into the Tyrrhenian Sea near Italy, killing all 81 people on board.

July 7 - Aeroflot Flight 4227, a Tupolev Tu-154, crashes shortly after takeoff from Almaty International Airport, killing all 163 people on board.

August 19 – Saudia Flight 163, a Lockheed L-1011 Tristar, lands at King Khalid International Airport in Riyadh, Saudi Arabia when a fire breaks out on board; the evacuation of the plane is delayed and all 301 on board die.

September 12 – In the Florida Commuter Airlines crash, a Douglas DC-3 ditches into the Atlantic Ocean near the Bahamas, killing all 34 on board.

November 19 – Korean Air Flight 015, a Boeing 747, crashes on landing at Gimpo International Airport. 15 of the 226 passengers and crew on board are killed.

November 21 – Continental Micronesia Flight 614, a Boeing 727 with 73 on board, crashes on landing at Yap International Airport; all on board survive.

December 22 – Saudia Flight 162, a Lockheed L-1011 Tristar, suffers an explosive decompression over Qatar, killing two passengers who are sucked out of the aircraft; the cause is traced to a fatigue failure of a main landing gear wheel flange.

1981.

March 28 – Garuda Indonesia Flight 206, a Douglas DC-9, is hijacked by Komando Jihad, the pilot is killed; all others survive.

May 7 – Austral Líneas Aéreas Flight 901, a BAC One-Eleven, crashes near Aeroparque Jorge Newbery after losing control in a thunderstorm, killing all 31 on board.
June 26 – Dan-Air Flight 240, a Hawker Siddeley HS 748, crashes near Nailstone, Leicestershire due to failure of the baggage door, causing rapid decompression and loss of control; all 3 crew on board die.
July 20 – Somali Airlines Flight 40, a Fokker F27 Friendship, crashes shortly after takeoff from Mogadishu International Airport. All 50 passengers and crew on board are killed.
August 13 – In the G-ASWI North Sea ditching, a Bristow Helicopters Westland Wessex suffers engine failure and ditches in the North Sea, killing all 13 on board.
August 22 – Far Eastern Air Transport Flight 103, a Boeing 737, disintegrates during flight and crashes near Taipei, Taiwan; severe corrosion in the fuselage structure leads to explosive decompression and disintegration at high altitude; all 110 on board are killed.
August 24 – Aeroflot Flight 811, an Antonov An-24, collides in mid-air with a Soviet Air Force Tupolev Tu-16 over the Zavitsinsky District, Russia, killing 31 of 32 on board the An-24 and all six on board the Tu-16.
August 26 – Aeropesca Colombia Flight 221, a Vickers Viscount, flies into Mount Santa Elena killing all 50 people on board.
October 6 – NLM CityHopper Flight 431, a Fokker F28 Fellowship, is destroyed in flight by a tornado near Rotterdam, killing all 17 people on board.
November 17 – Aeroflot Flight 3603, a Tupolev Tu-154, crashes while attempting to land at Noril’sk Airport due to crew error and CFIT, killing 99 of the 167 passengers and crew on board.
December 1 – Inex-Adria Aviopromet Flight 1308, a McDonnell Douglas MD-81, crashes in the mountains while approaching Campo dell’Oro Airport in Ajaccio, Corsica, killing all 180 on board.

Salvage operations on Air Florida Flight 90
January 13 – Air Florida Flight 90, a Boeing 737, crashes into the frozen Potomac River after takeoff from Washington National Airport in the United States; five on board survive; 78 on board and 4 on the ground die, including one initial survivor who dies after ensuring that the other crash survivors are rescued from the frozen river.
January 23 – World Airways Flight 30, a McDonnell Douglas DC-10, overshoots the runway at Boston, Massachusetts, United States; two passengers were reported missing.
February 9 – Japan Airlines Flight 350, a Douglas DC-8-61, crashes on approach to Tokyo International Airport (Haneda), Japan; of the 166 passengers and 8 crew, 24 passengers are killed.
March 11 – Widerøe Flight 933, a de Havilland Canada Twin Otter, crashes into the Barents Sea near Mehamn, killing all 15 on board; this accident remains highly controversial[weasel words] in Norway.
March 20 – In the 1982 Garuda Fokker F28 crash, the Fokker F28 overruns the runway in bad weather at Tanjung Karang-Branti Airport; all 27 are killed when the aircraft bursts into flames.
March 26 – Aeropesca Colombia Flight 217, a Vickers Viscount hits a mountain in Colombia, all 21 on-board are killed.
April 26 – CAAC Flight 3303, a Hawker Siddeley Trident, crashes into a mountain near Yangsu while on approach to Guilin Liangjiang International Airport, China in heavy weather; all 112 on board die.
June 8 – VASP Flight 168, a Boeing 727, crashes into a hillside in Brazil, killing all 137 on board.
June 12 – A TABA Fairchild FH-227 crashes at Tabatinga Airport, Brazil; all 44 on board are killed.
June 21 – Air India Flight 403, a Boeing 707, crashes at Sahar International Airport in Bombay, India while landing during a heavy rainstorm; 15 of 99 passengers and 2 of 12 crew are killed.
June 24 – British Airways Flight 9, a Boeing 747-200, flies through a cloud of volcanic ash south of Java; all engines fail in flight, forcing the plane to glide; the crew is able to restart the engines and make a safe landing.
July 6 – Aeroflot Flight 411, an Ilyushin Il-62, crashes after takeoff from Sheremetyevo International Airport; all 90 on board are killed.
July 9 – Pan Am Flight 759, a Boeing 727, crashes in Kenner, Louisiana, United States shortly after takeoff; all 145 on board and 8 people on the ground are killed.
September 1 – An Aerolíneas Cóndor de Havilland Canada DHC-4 Caribou flies into high ground in the Andes, Ecuador; all 44 on board are killed.
September 13 – Spantax Flight 995, a McDonnell Douglas DC-10, is destroyed by a fire after an aborted takeoff at Málaga Airport, Spain; 50 of the 294 on board die.
December 9 – Aeronor Flight 304, a Fairchild F-27, crashes near La Florida Airport, Chile; all 46 on board are killed.
December 24 – CAAC Flight 2311, a Ilyushin II-18B, catches fire before landing at Baiyun Airport in Guangzhou, China, resulting 25 deaths of 69 on board though it successfully lands on the runway.

1983.
January 16 – Turkish Airlines Flight 158, a Boeing 727, lands about 50 metres (160 ft) short of the runway at Ankara Esenboğa Airport, Turkey in driving snow, breaks up and catches fire; 47 passengers are killed, all seven crew and 13 passengers survive the accident with injuries.
March 11 – In the 1983 Avensa Douglas DC-9 crash, a Douglas DC-9 crashes at Barquisimeto Airport, Venezuela, killing 22 passengers and one crew.
May 5 – Eastern Air Lines Flight 855, a Lockheed L-1011 Tristar, loses power from all engines 30 minutes after takeoff from Miami International Airport; the pilot is able to return to Miami after restarting one engine; no casualties are reported on board.
June 2 – Air Canada Flight 797, a McDonnell Douglas DC-9, catches fire during flight over Kentucky; 23 of 46 passengers die from smoke inhalation even after the crew successfully lands the aircraft in Cincinnati, Ohio.
July 11 – A TAME Boeing 737-200 crashes into a hill near Cuenca, Ecuador, killing all 119 on board.
July 16 – A British Airways Sikorsky S-61 helicopter crashes into the sea off the Isles of Scilly; 20 of 26 people on board die, in the worst helicopter accident in the United Kingdom to this date and results in a review of helicopter safety.
July 23 – Air Canada Flight 143, a Boeing 767, runs out of fuel above Manitoba because of a miscalculation; the crew successfully glides the aircraft to a safe landing at a former Air Force base (and current drag strip) at Gimli, Manitoba; the aircraft becomes known as the Gimli Glider.
August 30 – Aeroflot Flight 5463, a Tupolev Tu-134A, crashes into a mountain while approaching Alma-Ata Airport, killing all 90 on board.
September 1 – Korean Air Lines Flight 007, a Boeing 747, is shot down by Soviet fighter planes near Sakhalin and Moneron Island after straying into Soviet airspace; all 269 people on board are killed.
September 23 – Gulf Air Flight 771, a Boeing 737, crashes near Mina Jebel Ali in the United Arab Emirates after a bomb planted by the Abu Nidal Organization detonates on board; all 112 people on board perish.
October 11 – Air Illinois Flight 710, a Hawker Siddeley HS 748, crashes near Hillsboro Municipal Airport due to electrical problems. All 10 passengers and crew on board are killed.
November 8 – A TAAG Angola Airlines Boeing 737 is shot down just after takeoff from Lubango Airport; all 130 on board die.
November 18 – Aeroflot Flight 6833, a Tupolev Tu-134, is hijacked by seven Georgians attempting to defect from the Soviet Union; the aircraft is stormed by Alpha Group who arrest four hijackers; three are executed while the fourth receives a jail sentence; of the 71 on board (including the hijackers), eight die; the aircraft is written off.
November 27 – Avianca Flight 011, a Boeing 747, strikes a hill because of a navigational error while attempting to land in Madrid, Spain; of the 192 passengers and crew aboard, 11 survive.
December 7 – In the Madrid runway disaster, an Iberia Boeing 727 collides with an Aviaco McDonnell Douglas DC-9 on a runway at Madrid-Barajas Airport; 51 people aboard the Boeing 727 and all 42 people aboard the DC-9 are killed.
December 20 – Ozark Air Lines Flight 650, a DC-9, collides with a snow plow in Sioux Falls, South Dakota; all on board survive, however the driver of the snow plow is killed.

1984.
January 10 – The 1984 Balkan Bulgarian Tupolev Tu-134 crash into a forest near Sofia, Bulgaria during a snowstorm kills all 50 people on board.
March 22 – Pacific Western Airlines Flight 501, a Boeing 737, suffers an uncontained engine failure during takeoff from Calgary; all passengers and crew were safely evacuated, but the plane burns to the ground.
August 30 – Cameroon Airlines Flight 786, a Boeing 737, with 109 passengers and 7 crew on board, suffers an uncontained engine failure during taxi for takeoff at the Douala, Cameroon airport, starting a fire; two persons die as the plane burns to the ground.
October 1 – Aeroflot Flight 3352, a Tupolev Tu-154B, crashes on landing at Tsentralny Airport, Omsk, Russia. One hundred and seventy-four passengers and four people on the ground perish in the crash.
December 6 – PBA Flight 1039, an Embraer 110 Bandeirante with 13 passengers and crew on board, crashes on takeoff at Jacksonville, Florida, killing all aboard.

December 23 – Aeroflot Flight 3519, a Tupolev Tu-154B, crashes at Krasnoyarsk Airport while attempting an emergency landing after an engine caught fire, killing all 110 passengers and crew on board.

1985.
January 1 – Eastern Air Lines Flight 980, a Boeing 727, impacts Mount Illimani in Bolivia, killing all 29 people on board.

January 21 – Galaxy Airlines Flight 203, a Lockheed L-188 Electra, crashes shortly after takeoff from Reno-Cannon International Airport in Reno, Nevada, due to an improperly secured air start door, killing all but one of the 71 people on board.

February 19 – China Airlines Flight 006, a Boeing 747SP en route from Taiwan Taoyuan International Airport to Los Angeles International Airport, suffers an engine flameout off the coast of California and dives 30,000 feet (9,100 m) before regaining control and landing safely at San Francisco International Airport.

February 19 – Iberia Airlines Flight 610, a Boeing 727, crashes into a television broadcast antenna installed on the summit of Monte Oiz while approaching Bilbao Airport, Spain, killing all 141 passengers and 7 crew on board.

May 3 – Aeroflot Flight 8381, a Tupolev Tu-134, collides with a Soviet Air Force Antonov An-26; both aircraft crash near Zolochev, Ukraine, killing all 94 on board both aircraft.

June 14 – TWA Flight 847, a Boeing 727, is hijacked by Lebanese militants; one passenger is murdered during the three-day ordeal.

June 21 – Braathens SAFE Flight 139, a Boeing 737, is hijacked by Stein Arvid Huseby, who demands to make a political statement; all crew and passengers survive.

June 23 – Air India Flight 182, a Boeing 747 en route from Montréal–Mirabel International Airport to London Heathrow Airport, is bombed by Sikh extremists over the Atlantic Ocean; the aircraft crashes into the ocean near Ireland, killing all 329 people on board.

July 10 – Aeroflot Flight 7425, a Tupolev Tu-154B, stalls while cruising at 38,000 feet (11,600 m) and enters an unrecoverable spin, killing all 200 aboard.

August 2 – Delta Air Lines Flight 191, a Lockheed L-1011 TriStar, crashes on approach to Dallas/Fort Worth International Airport because of wind shear from a sudden microburst thunderstorm; of the 163 passengers and crew aboard, 26 survive.

August 12 – Japan Airlines Flight 123, a Boeing 747, crashes into Mount Osutaka after catastrophic failure of the tailplane severs all hydraulic lines and renders the aircraft uncontrollable, killing 520 of 524 people on board. To date, it is the worst single-aircraft disaster in history.

August 22 – British Airtours Flight 28M, a Boeing 737, aborts its takeoff from Manchester Airport, England because of an engine fire; while 82 passengers and crew escape alive, 55 are killed, most from smoke inhalation.

August 25 – Bar Harbor Airlines Flight 1808, a Beech 99, crashes near Auburn, Maine in the United States, killing all eight people on board.

September 4 – In the 1985 Bakhtar Afghan Airlines Antonov An-26 shootdown, an Antonov An-26 is shot down over Afghanistan, killing all 52 people on board.

September 6 – Midwest Express Airlines Flight 105, a McDonnell Douglas DC-9, crashes shortly after takeoff from General Mitchell International Airport, Milwaukee, Wisconsin because of engine failure and pilot error, killing all 31 people on board.

November 23 – EgyptAir Flight 648, a Boeing 737, is hijacked by Palestinian militants. Egyptian special forces storm the plane on the island of Malta. The incident kills 58 out of 90 passengers and all but one of the hijackers.

December 12 – Arrow Air Flight 1285, a Douglas DC-8, crashes shortly after takeoff from Gander International Airport, Newfoundland, killing all 256 passengers and crew on board, making it the worst air disaster to occur on Canadian soil to date.

1986

AeroMéxico Flight 498 falling to the ground immediately after a mid-air collision with a Piper Cherokee. March 31 – Mexicana Flight 940, a Boeing 727, crashes into high ground near Santiago.
Maravatío, Mexico. All 167 passengers and crew are killed in the worst ever air disaster involving the Boeing 727.
April 2 – TWA Flight 840, a Boeing 727, is bombed by Palestinian militants, killing four of the 121 people on board, the plane manages to land safely in Athens.
May 3 – Air Lanka Flight 512, a Lockheed L-1011, is bombed by the Liberation Tigers of Tamil Eelam, killing 21 of 148 on board.
June 18 – Grand Canyon Airlines Flight 6, a De Havilland Canada DHC-6 Twin Otter, collides with a Bell 206 helicopter over the Tonto Plateau, killing all 25 on board both aircraft.
August 31 – In the 1986 Cerritos mid-air collision, Aeroméxico Flight 498, a McDonnell Douglas DC-9, collides with a Piper Cherokee over Cerritos, California, killing all 67 people aboard both aircraft and 15 people on the ground.
September 5 – Pan Am Flight 73, a Boeing 747, is hijacked on the ground at Jinnah International Airport in Karachi, Pakistan, by Palestinian militants. Twenty people die after a shootout occurs inside the plane.
October 20 – Aeroflot Flight 6502, a Tupolev Tu-134A, crashes in Kuybyshev (now Samara), Russia, due to pilot error, killing 70 of 94 people on board.
November 6 – In the 1986 British International Helicopters Chinook crash, a Boeing 234LR Chinook crashes on approach to Sumburgh Airport, Shetland Islands; of 47 people on board, 45 perish.
December 25 – Iraqi Airways Flight 163, a Boeing 737, is hijacked by Hezbollah militants while en route to Amman, Jordan. A confrontation with security forces causes the plane to crash, killing 63 of the 106 people on board.

1987.
January 3 – Varig Flight 797, a Boeing 707, crashes near Abidjan because of engine failure. Out of the 52 passengers and crew on board, there was only 1 survivor.
January 15 – Skywest Airlines Flight 1834, a Swearingen Metro II, collides in mid-air with a private Mooney M-20 near Salt Lake City, killing all 10 on board both aircraft.
March 4 – Northwest Airlink Flight 2268, a CASA 212, crashes while attempting to land at Detroit Metropolitan Wayne County Airport in Detroit, Michigan, killing 9 of the 19 passengers and crew on board.
April 4 – Garuda Indonesia Flight 035, a Douglas DC-9, crashes while on approach to Medan Airport; 23 of 45 on board die.
May 8 – American Eagle Flight 5452, a CASA C-212, crashes while landing at Mayagüez, Puerto Rico due to maintenance issues and pilot error. All four passengers survived, both crew were killed.
May 9 – LOT Flight 5055, an Ilyushin II-62M, crashes near Warsaw during landing because of engine failure. All 183 passengers and crew members perish in the accident.
June 27 – Philippine Airlines Flight 206, a Hawker Siddeley HS 748, crashes on the slopes of Mount Ugo, Benguet, as it begins its approach to Loakan Airport in Baguio City; all 50 passengers and crew are killed. Poor visibility is blamed for the crash.
August 16 – Northwest Airlines Flight 255, an McDonnell Douglas MD-82, crashes on takeoff from Detroit as a result of pilot error. Of 155 on board, 4-year-old Cecelia Cichan is the only survivor.
August 31 – Thai Airways Flight 365, a Boeing 737, crashes into the ocean off the coast of Thailand as a result of pilot error. All 83 passengers and crew perish.
November 15 – Continental Airlines Flight 1713, a McDonnell Douglas DC-9, crashes during a snowstorm at Denver's Stapleton International Airport, killing 25 passengers and 3 crew.
November 28 – South African Airways Flight 295, a Boeing 747, crashes into the Indian Ocean after a fire in the cargo hold. All 159 aboard die.
November 29 – Korean Air Flight 858, a Boeing 707, crashes into the Andaman Sea after a bomb explodes on board. All 115 people on board are killed.
December 7 – Pacific Southwest Airlines Flight 1771, a BAe 146, is hijacked and deliberately crashes near Cayucos, California, by a disgruntled airline employee. All 43 people on board, including the hijacker, are killed.
December 13 – Philippine Airlines Flight 443, a Shorts 360-300, crashes into Mt. Gurain on the island of Mindanao. All 15 passengers and crew on board are killed.

January 2 – Condor Flight 3782, a Boeing 737, crashes into a mountain near Seferihisar, Turkey due to a navigation error, killing all 16 on board.

January 18 – China Southwest Airlines Flight 4146, an Ilyushin Il-18, crashes while on approach to Chongqing Airport in China. All 108 passengers and crew on board are killed.

February 19 – AVAir Flight 3378, a Swearingen Metroliner III, crashes on take off from Raleigh-Durham Airport due to pilot error, killing all 12 on board.

March 4 – TAT Flight 230, a Fairchild FH-227, crashes near Fontainebleau, France, killing all 23 on board; an electrical problem is suspected.

March 17 – Avianca Flight 410, a Boeing 727, crashes into terrain near Cúcuta, Colombia after takeoff as a result of pilot error. All 142 people on board die.

April 5 - Kuwait Airways Flight 422, a Boeing 747, was hijacked (by Lebanese guerillas demanding the release of Shi'ite prisoners held by Kuwait) en route from Bangkok to Kuwait, leading to a hostage crisis lasting 16 days and encompassing three continents. The flight, initially forced to land at Mashhad in northeastern Iran, travelled 3,200 miles to Larnaca (Cyprus), and finally to Algiers. 2 passengers were shot dead by the hijackers. The remainder of the 112 passengers and crew, including three members of the Kuwait Royal Family, were eventually released and the hijackers allowed to leave Algeria.

April 28 – Aloha Airlines Flight 243, a Boeing 737, suffers explosive decompression during flight but manages to land safely. Of 95 people on board, one flight attendant is blown out of the plane and killed, and several passengers are injured.

May 6 – Widerøe Flight 710, a Dash 7, crashes in Torghatten, Norway in thick fog, killing all 36 passengers in the worst-ever Dash 7 accident.

May 24 – TACA Flight 110, a Boeing 737, suffers dual engine failure due to water ingestion; the aircraft lands safely at NASA's Michoud Assembly Facility in New Orleans; all on board survive.

June 12 – Austral Líneas Aéreas Flight 46, a McDonnell Douglas DC-9, crashes short of the runway at Libertador General Jose de San Martin Airport, killing all 22 on board.

June 26 – Air France Flight 296, an Airbus A320, makes a low pass over Mulhouse-Habsheim Airport in landing configuration during an air show and crashes into trees at the end of the runway. Of 130 passengers aboard, 3 die.

July 3 – Iran Air Flight 655, an Airbus A300, is shot down over Iranian waters by the missile cruiser USS Vincennes; all 290 people on board are killed.


August 31 – CAAC Flight 301, a Hawker Siddeley Trident operating a Guangzhou Baiyun Airport to Hong Kong Kai Tak Airport flight, runs off the runway. 7 of the 89 passengers and crew on board were killed.

August 31 – Delta Air Lines Flight 1141, a Boeing 727, crashes on takeoff from Dallas-Fort Worth International Airport as a result of pilot error; of 108 people on board, 12 passengers and two crew members are killed.

September 9 – Vietnam Airlines Flight 831, a Tupolev Tu-134, crashes on approach to Don Mueang International Airport in Bangkok. 76 of the 90 passengers and crew on board are killed.

September 15 – Ethiopian Airlines Flight 604, a Boeing 737, crashes on takeoff after suffering multiple bird strikes; 35 of 98 passengers die, all 6 crew survive.

October 17 – Uganda Airlines Flight 775 crashes while attempting to land at Roma-Fiumicino Airport. 33 of the 52 passengers and crew on board were killed.

October 19 – Indian Airlines Flight 113, a Boeing 737 crashes on approach 2.6 km short of the runway in poor visibility in Ahmedabad, India, killing 133 of the 135 people on board.

November 2 – LOT Flight 703, an Antonov An-24, crashes on approach to Rzeszów-Jasionka Airport, killing one passenger, all others survive.

December 21 – Pan Am Flight 103, a Boeing 747, disintegrates in the air over Lockerbie, Dumfries and Galloway, Scotland after a terrorist bomb explodes on board. All 259 people on board and 11 on the ground are killed. The incident is also known as the Lockerbie air disaster.

1989.

January 8 – British Midland Flight 92, a Boeing 737, crashes near Kegworth, Leicestershire, United Kingdom after one of its engines loses a fan blade and fails. Of the 118 passengers and 8 crew, 79
survive. The incident became known as the Kegworth air disaster and is the first loss of a Boeing 737-400.

February 8 – Independent Air Flight 1851, a Boeing 707, crashes into a hill on approach to Santa Maria, the Azores. All 144 people on board are killed.

February 24 – United Airlines Flight 811, a Boeing 747, suffers an explosive decompression shortly after takeoff from Honolulu, Hawaii, United States caused by a cargo door which burst open during flight. Of 355 people on board, nine passengers are sucked out of the plane, but the crew manage to land safely at Honolulu.

March 10 – Air Ontario Flight 1363, a Fokker F28, crashes immediately after takeoff from Dryden, Ontario, Canada because of ice on the wings, killing 24 of 69 people on board.

June 7 – Surinam Airways Flight 764, a Douglas DC-8, crashes while attempting to land in heavy fog at Paramaribo, Suriname. The plane hits trees and flips upside down, killing 176 of 187 people on board.

July 19 – United Airlines Flight 232, a McDonnell Douglas DC-10, suffers a complete hydraulic system failure over Iowa, United States after the tail-mounted engine disintegrates. The crew maintains partial control of the aircraft using differential throttle, bringing it to a crash landing on the runway of the Sioux City, Iowa airport. Of the 296 people on board, 111 die.

July 27 – Korean Air Flight 803, a McDonnell Douglas DC-10, crashes while attempting to land in heavy fog at Tripoli, Libya. 75 of the 199 passengers and crew on board plus 4 people on the ground are killed in the accident.

August 3 – Olympic Aviation Flight 545, a Shorts 330-220, crashes into Mount Kerkis in Greece. All 34 passengers and crew on board are killed.

September 3 – Cubana de Aviación Flight 9646, an Ilyushin Il-62M, crashes while trying to take off from José Martí International Airport in Havana, Cuba. All 126 people on board the aircraft plus 45 people on the ground are killed in the crash.

September 3 – Varig Flight 254, a Boeing 737, runs out of fuel because of incorrect navigation and crashes in the Brazilian jungle, killing 13 of the 54 people on board.

September 8 – Partnair Flight 394, a Convair 580, crashes into the North Sea after its tail section falls off in mid-air. All 55 people on board perish. The cause is blamed on counterfeit aircraft parts.

September 19 – UTA Flight 772, a McDonnell Douglas DC-10, explodes in mid-air over the Sahara desert when a bomb hidden in its forward cargo hold detonates. All 170 people on board are killed. Responsibility for the bombing is later traced back to Abdullah Senussi, the brother-in-law of Libyan leader Muammar al-Gaddafi, whose government in 2003 agrees to pay compensation to the victims.

September 20 – USAir Flight 5050, a Boeing 737, overruns the runway after a tire on a nosewheel bursts; two passengers die.

October 21 – Tan-Salsa Flight 414, a Boeing 727, crashes into a mountain known as Cerro de Hula near Tegucigalpa, Honduras due to pilot error; 127 of 146 on board die.

October 26 – China Airlines Flight 204, a Boeing 737, crashes into the Chiashan mountain range after takeoff from Hualien Airport due to pilot error; all 62 people on board perish.

November 27 – Avianca Flight 203, a Boeing 727, explodes in mid-air over Colombia, killing all 107 people on board and three people on the ground. The Medellin Cartel claimed responsibility for the attack.

December 15 – KLM Flight 867, a Boeing 747 flying from Amsterdam to Anchorage, Alaska, flies through a cloud of volcanic debris, subsequently losing power from all four engines. The crew is able to restart the engines and land the plane safely.

1990s.

1990.

January 4 – Northwest Airlines Flight 5, a Boeing 727 with 145 on board, loses an engine over Madison, Florida, the aircraft makes an emergency landing at Tampa International Airport, all on board survive.

January 16 – SANSA Flight 32, crashes into a mountain just after takeoff from Juan Santamaria International Airport in San José, Costa Rica, killing all 20 passengers and 3 crew on board.

January 25 – Avianca Flight 52, a Boeing 707, runs out of fuel and crashes while attempting to land at John F. Kennedy International Airport in New York; of the 158 people on board, 85 survive.

February 14 – Indian Airlines Flight 605, an Airbus A320, crashes on its final approach to Bangalore Airport. 92 out of 146 people on board are killed.

May 11 – Philippine Airlines Flight 143, a Boeing 737, explodes and burns on the ground at Ninoy Aquino International Airport, killing 8 of 120 on board.
June 10 – British Airways Flight 5390, a BAC One-Eleven, suffers explosive decompression over Didcot, Oxfordshire, England when one of the front windscreen panes blows out. The captain is partially sucked out of the cockpit, but a flight attendant manages to keep his unconscious body from falling from the aircraft. The first officer lands the aircraft safely at Southampton Airport. All on board survive.

October 2 – In the Guangzhou Baiyun airport collisions, a hijacked Boeing 737 operating Xiamen Airlines Flight 8301 clips China Southwest Airlines Flight 2402, a Boeing 707, during landing at Guangzhou Baiyun International Airport, and collides with China Southern Airlines Flight 2812, a Boeing 757; of the 225 occupants on board the three aircraft, 128 die.

November 14 – Alitalia Flight 404, a McDonnell Douglas DC-9, crashes on approach to Zürich Airport, Switzerland, killing all 46 people on board.

December 3 – Northwest Airlines Flight 1482, a McDonnell Douglas DC-9, collides with Northwest Airlines Flight 299, a Boeing 727, when the crew of the DC-9 mistakenly taxies onto the active runway at Detroit Metropolitan Wayne County Airport; 8 of the 54 people on board the DC-9 are killed; all 154 people on board the Boeing 727 survive.

February 1 – USAir Flight 1493, a Boeing 737, strikes SkyWest Airlines Flight 5569, a Fairchild Metro commuter plane waiting to take off from the same runway on which the Boeing 737 was landing at Los Angeles International Airport. Of the 101 people on both aircraft, 34 people, including all 12 aboard the Metro and 22 of the Boeing 737 passengers, are killed.

March 3 – United Airlines Flight 585, a Boeing 737, crashes while attempting to land at Colorado Springs Airport, Colorado, killing all 25 people on board. The cause of the crash is not identified until the investigation into the crash of USAir Flight 427 in 1994; both crashes are eventually attributed to defects in a valve associated with the rudder.

March 26 – Singapore Airlines Flight 117, an Airbus A310, is hijacked by Pakistani militants en route to Singapore Changi Airport, where, upon landing, it is stormed by Singapore Special Operations forces. All of the hijackers are killed in the operation, with no fatalities amongst the passengers and crew.

April 5 – Atlantic Southeast Airlines Flight 2311, an Embraer EMB 120RT, rolls sharply and crashes on final approach to Brunswick, Georgia, killing all 23 people on board.

May 26 – Lauda Air Flight 004, a Boeing 767, disintegrates in mid-air over Uthai Thani Province and Suphan Buri Province, Thailand, killing all 223 people on board. A thrust reverser had accidentally deployed in flight, causing the disaster. It is the first fatal crash of a Boeing 767.

July 10 – L’Express Airlines Flight 508, a Beechcraft Model 99, crashes while on approach Birmingham Municipal Airport, Alabama, due to severe thunderstorms, killing 13 people on board. July 11 – Nigeria Airways Flight 2120, a Nationair McDonnell Douglas DC-8 chartered by Nigeria Airways to transport Nigerian pilgrims to Mecca, crashes shortly after takeoff from King Abdulaziz International Airport, Jeddah, Saudi Arabia, because of a fire caused by tire failure. All 261 on board die, including 14 Canadian crew members.

August 16 – Indian Airlines Flight 257, a Boeing 737, hits a fire ground during descent about 30 km from the Imphal airport. All six crew members and 63 passengers were killed.

September 11 – Continental Express Flight 2574, an Embraer EMB 120RT, crashes on descent in Eagle Lake, Texas, killing all 14 people on board. Maintenance crews traded work shifts during repairs to the horizontal stabilizer, inadvertently leaving 47 bolts missing. Reformers pointed to this error and called for development of a "safety culture".

December 27 – Both engines of Scandinavian Airlines Flight 751, a McDonnell Douglas MD-81, surge shortly after takeoff from Stockholm Arlanda Airport. The pilots successfully make an emergency landing in a nearby field, injuring 25 passengers but incurring not a single fatality.

December 29 – China Airlines Flight 358, a Boeing 747 freighter, suffers double engine separation and crashes into a hill near Wanli, Taipei, Taiwan, killing all five crew on board.


January 20 – Air Inter Flight 148, an Airbus A320, crashes in the Vosges Mountains on approach to Strasbourg, France, killing 87 of 96 people on board.

March 22 – USAir Flight 405, a Fokker F-28, crashes on takeoff from New York because of ice buildup. Twenty-seven of the 51 people on board are killed.
June 6 – Copa Airlines Flight 201, a Boeing 737-200 Advanced, crashes near Darién, Panama, killing all 47 passengers and crew on board; a faulty attitude indicator is the cause.

July 24 – Mandala Airlines Flight 660, a Vickers Viscount 816, crashes on approach to Pattimura Airport, Ambon, Indonesia, killing all 7 crew and 63 passengers on board.

July 30 – TWA Flight 843 aborts takeoff at John F. Kennedy International Airport. The Lockheed L-1011 turns off the runway onto grass in order to avoid striking a concrete barrier. The plane is destroyed by fire shortly after all 292 passengers and crew evacuate with no loss of life.

July 31 – Thai Airways International Flight 311, an Airbus A310, crashes on approach into Kathmandu, Nepal, killing all 14 crew and 99 passengers on board.

July 31 – China General Aviation Flight 7552, a Yakovlev 42D, loses control just after takeoff from Nanjing Airport and crashes into a pond; 108 of 126 on board die.

September 28 – Pakistan International Airlines Flight 268, an Airbus A300, crashes near Kathmandu, Nepal, killing all 12 crew and 155 passengers.

October 4 – El Al Flight 1862, a Boeing 747, freighter, crashes into high-rise apartment buildings in Amsterdam after two of its engines detach from the wing. Forty-three people, including the plane’s crew of 3, are killed.

October 18 – Merpati Nusantara Airlines Flight 5601, a CASA/IPTN CN-235, crashes into Mount Papandayan near the town Garut in Indonesia. All 31 passengers and crew on board are killed.

November 24 – China Southern Airlines Flight 3943, a Boeing 737-300, crashes on descent to Guilin Airport, killing all 141 aboard.

December 21 – Martinair Flight 495 crashes in Faro, Portugal, killing 54 people and injuring 106.

December 22 – Libyan Arab Airlines Flight 1103, a Boeing 727, collides with a Libyan Air Force MiG-23 near Tripoli International Airport, killing all 159 on board both aircraft.

1993.

January 6 – Lufthansa CityLine Flight 5634, a de Havilland Canada DHC-8, crashes short of the runway at Paris-Charles de Gaulle Airport, killing 4 of 23 on board.

March 5 – Palair Macedonian Airlines Flight 301, a Fokker 100, crashes shortly after takeoff from Skopje Airport in Macedonia; 83 of the 97 passengers and crew on board are killed.

April 6 – China Eastern Airlines Flight 583, a McDonnell Douglas MD-11, makes an emergency landing at Shenyang Air Force Base after the slats were accidentally deployed in mid-air near the Aleutian Islands; all on board initially survive, but two die later.

April 18 – Japan Air System Flight 451, a McDonnell Douglas DC-9, encounters windshear and skids off the runway at Hanamaki Airport; all on board survive.

April 26 – Indian Airlines Flight 491, a Boeing 737, strikes a large vehicle on a road just outside Aurangabad Airport; killing 55 of the 118 people on board.

May 19 – SAM Colombia Flight 501, a Boeing 727, crashes into Mount Paramo Frontino, killing all 132 on board.

July 23 – China Northwest Airlines Flight 2119, a Bae 146, overruns the runway at Yinchuan Hedong Airport, Ningxia, China after an aborted takeoff; the aircraft crashes into a lake, killing 54 passengers and 1 crew member.

July 26 – Asiana Airlines Flight 733, a Boeing 737, crashes into a mountain in Haenam, South Korea after failed landing attempts, killing 78 of the 110 people on board; this crash is the first loss of a Boeing 737-500.

September 14 – Lufthansa Flight 2904, an Airbus A320, crashes after overrunning the runway in Warsaw, Poland, killing 2 and injuring 68 of the 72 people on board.

September 21 – In the first of the three Transair Georgia airliner shootdowns, a Tupolev Tu-134A is hit on approach to Sukhumi-Babusheri Airport by a surface-to-air missile; the plane crashes into the Black Sea, killing all five crew members and all 22 passengers.

September 22 – In the second of the three Transair Georgia airliner shootdowns, a Tupolev Tu-154, carrying soldiers from Tbilisi, is shot down on landing in the Sukhumi-Babusheri Airport; the plane crashes on the runway and catches fire, killing 108 of the 132 people on board.

October 26 – China Eastern Airlines Flight 5398, a McDonnell Douglas MD-82, overruns the runway at Fuzhou Changle International Airport in heavy weather, killing 2 of 80 on board.

October 27 – Wideroe Flight 744, a de Havilland Canada DHC-6 Twin Otter, crashes in Overhalla, Norway on approach to Namsos Airport, killing both pilots and four passengers; the crash is also known as the Namsos Accident.
November 4 – China Airlines Flight 605, a Boeing 747-400, overruns Kai Tak Airport's runway 13 on landing during a typhoon; the aircraft is unable to stop before crashing into Hong Kong harbor; all 374 on board escape safely; this crash is the first loss of a Boeing 747-400. November 13 – China Northern Airlines Flight 6901, a McDonnell Douglas MD-82, crashes on approach to Ürümqi Diwopu International Airport, Xinjiang, China; killing 12 of the 102 on board; pilot error is blamed. November 20 – Avioimpex Flight 110, a Yakovlev Yak-42, crashes on approach to Ohrid Airport in Macedonia; all 116 passengers and crew died as a result of the crash though one passenger did live for 11 days before succumbing to his injuries. December 1 – Northwest Airl ink Flight 5719, a Jetstream 31, crashes into two ridges east of Hibbing, Minnesota, killing all 18 on board.

1994.
March 23 – Aeroflot Flight 593, an Airbus A310, crashes into a wooded hillside in Siberia. All 75 passengers and crew are killed. April 4 – KLM Cityhopper Flight 433, a Saab 340, crashes while trying to return to Schiphol Airport, due to pilot error and equipment failure; the pilot and two passengers die, nine passengers are injured. April 7 – Federal Express Flight 705, a McDonnell Douglas DC-10-30, experiences an attempted hijacking by a FedEx employee; the three crew members are severely injured, but manage to subdue the attacker and land the aircraft safely with no loss of life. April 26 – China Airlines Flight 140, an Airbus A300, crashes while landing at Nagoya, Japan as a result of pilot error. 264 people of the 271 on board died. June 6 – China Northwest Airlines Flight 2303, a Tupolev Tu-154M, breaks up in mid-air and crashes near Xian, China, killing all 160 on board. The deadliest airplane crash ever to occur in China is attributed to a maintenance error. July 2 – US Airways Flight 1016, a McDonnell Douglas DC-9, crashes while attempting to land at Charlotte, North Carolina during a thunderstorm. 37 of the 51 people on board are killed. July 19 – Alas Chiricanas Flight 00901, an Embraer EMB-110, explodes in mid-air over Panama, killing all 21 people on board. Investigators conclude that a suicide bomber caused the plane to explode, although motives and affiliation of the bomber remain unclear. August 21 – Royal Air Maroc Flight 630, an ATR-42, is deliberately crashed into the Atlas Mountains, killing all 44 on board. September 8 – USAir Flight 427, a Boeing 737, crashes while attempting to land at Pittsburgh International Airport, killing all 133 people on board. Investigations showed that a fault in the Boeing 737 rudder was to blame for the crash. October 31 – American Eagle Flight 4184, an ATR 72 turboprop, crashes near Roselawn, Indiana, while waiting to land at Chicago, because of ice buildup on its wings. All 68 people on board died. November 22 – TWA Flight 427, a McDonnell Douglas MD-82, collides with a Superior Aviation Cessna 441 on the runway at Lambert-St. Louis International Airport, killing the pilot and passenger in the Cessna; there are no fatalities on board the MD-82. December 11 – A bomb explodes on board Philippine Airlines Flight 434, a Boeing 747, killing one passenger, in a prelude to the terrorist Bojinka plot. Despite subsequent difficulties in controlling the aircraft, the crew succeeds in making an emergency landing at Naha, Okinawa. December 24 – Air France Flight 8969, an Airbus A300, is hijacked on the tarmac at Algiers, Algeria by the militant group GIA. After a two-day standoff, the plane is allowed to fly to Marseille, France, where it is stormed by French commandos who kill the hijackers. December 29 – Turkish Airlines Flight 278, a Boeing 737-400, crashes on final approach to Van Ferit Melen Airport in eastern Turkey in driving snow. Five of the seven crew and 52 of the 69 passengers are killed.

1995.
January 19 – Bristow Flight 56C, a Eurocopter Super Puma, is struck by lightning and is forced to make an emergency landing in the North Sea; all 18 on board survive. March 31 – TAROM Flight 371, an Airbus A310, crashes near Balotești, Romania, killing all 60 on board.
June 9 – Ansett New Zealand Flight 703, a de Havilland Canada DHC-8, crashes during a landing approach near the Tararua Ranges, New Zealand, killing four of the 21 people on board.

August 9 – Aviateca Flight 901, a Boeing 737, crashes into San Vicente volcano while on approach to Guayaquil International Airport; all 65 on board die.

August 21 – Atlantic Southeast Airlines Flight 529, an Embraer EMB 120, crashes in a field near Carrollton, Georgia, in the United States, killing 9 of the 29 people on board.

December 3 – Cameroon Airlines Flight 3701, a Boeing 737, loses control and crashes while on approach to Douala International Airport, Cameroon; of the 76 on board, 5 survive.

December 7 – In the 1995 Air St. Martin Beech 1900 crash, a Beechcraft 1900D crashes near Belle-Isle-en-Bray, France, killing 20 people on board.

December 13 – Banat Air Flight 106, a Romavia Antonov An-24, crashes after taking off from Verona airport, because of overloading and ice accumulation on the wings; all 49 people on board are killed.

December 18 – In the 1995 Trans Service Airlift Electra crash, a Lockheed L-188 Electra crashes shortly after takeoff from Damba Airport, Angola, due to overloading; of the 144 people on board, only 3 survive.

December 20 – American Airlines Flight 965, a Boeing 757, crashes into a mountain while approaching Alfonso Bonilla Aragón International Airport in Palmira, Colombia, killing 159 of the 163 people on board.

1996.

January 8 – 1996 Air Africa crash, an overloaded Antonov An-32 aborts takeoff and overruns into a market in Kinshasa, Democratic Republic of the Congo, killing 297.

February 6 – Birgenair Flight 301, a Boeing 757, with 189 people on board, crashes into the ocean off Puerto Plata in the Dominican Republic shortly after taking off. All passengers and crew are killed.

February 29 – Faucett Flight 251, a Boeing 737, crashes into a hill while attempting to land at Arecibo, Puerto Rico. All 123 people on board die.

May 11 – Valujet Flight 592, a McDonnell Douglas DC-9, crashes in the Everglades near Miami, Florida, because of a fire in its cargo hold. All 110 people on board are killed.

June 9 – Eastwind Airlines Flight 517, a Boeing 737-200, loses rudder control while on approach to Richmond International Airport, Richmond, Virginia, and makes an emergency landing; no fatalities.

June 13 – Garuda Indonesia Flight 865, a McDonnell Douglas DC-10, aborts takeoff due to an engine failure and crashes into a threshold at Fukuoka Airport, Fukuoka, Japan, killing three of 275 on board.

July 6 – Delta Air Lines Flight 1288, a McDonnell Douglas MD-88, experiences an uncontained engine failure during takeoff on Runway 17 at Pensacola, Florida. Fragments from the number one (left) Pratt & Whitney JT8D-219 turbofan engine penetrated the fuselage, killing two and seriously injuring one of the 148 people on board.

July 17 – TWA Flight 800, a Boeing 747, explodes in mid-air above the ocean off East Moriches, New York, killing all 230 people on board.

August 19 – Spair Airlines Flight PAR-3601, an Ilyushin Il-76, crashes near Belgrade, Yugoslavia, with twelve fatalities.

August 29 – Vnuiko Airlines Flight 2801, a Tupolev Tu-154, crashes into a mountain on Spitsbergen, an island in the Norwegian archipelago of Svalbard, killing all 141 on board.

October 2 – Aeroperú Flight 603, a Boeing 757, crashes into the ocean off Pasamayo, Peru, because of a maintenance error. All 70 people on board are killed.

October 31 – TAM Transportes Aéreos Regionais Flight 402, a Fokker 100, crashes shortly after takeoff from Congonhas-São Paulo Airport, Brazil, striking an apartment building and several houses. All 90 passengers and 6 crew members on board die. Three people are killed on the ground.

November 7 – ADC Airlines Flight 86, a Boeing 727, crashes when the crew lost control of the aircraft while avoiding a mid-air collision on approach to Lagos, Nigeria. All 153 passengers and crew on board were killed.

November 12 – Charkhi Dadri mid-air collision: Saudi Arabian Airlines Flight 763, a Boeing 747, collides in mid-air with Air Kazakhstan Flight 1907, an Ilyushin Il-76, near Charkhi Dadri, India. All 312 on board the Boeing 747 and all 37 on board the Ilyushin Il-76 are killed. It is the deadliest mid-air collision in aviation history.

November 19 – United Express Flight 5925, a Beechcraft 1900, collides with a privately owned Beechcraft King Air at Quincy Regional Airport, Illinois; killing all 14 on board both aircraft.
November 23 – Ethiopian Airlines Flight 961, a Boeing 767, is hijacked over Kenya. The aircraft runs out of fuel, and the pilot attempts to ditch the aircraft in the ocean off Moroni, Comoros. Of the 175 people on board, 125 are killed (including the 3 hijackers).

1997.
January 9 – Comair Flight 3272, an Embraer EMB 120 Brasilia, crashes near Ida, Michigan, during a snowstorm, killing all 29 on board.
March 18 – Stavropolskaya Aktsionernaya Avia Flight 1023, an Antonov An-24, breaks up in flight and crashes near Cherkessk, Russia; all 50 on board die.
May 8 – China Southern Airlines Flight 3456, a Boeing 737, makes a hard landing in Shenzhen, China during poor weather and crashes, killing 35 of the 74 people on board.
July 31 – FedEx Express Flight 14, a McDonnell Douglas MD-11, crashes upon landing at Newark Liberty International Airport; the two crew members and three passengers escape uninjured.
August 6 – Korean Air Flight 801, a Boeing 747, crashes while attempting to land in heavy rain at Guam International Airport; of the 254 people on board, only 26 survive.
August 10 – Formosa Airlines Flight 238, a Dornier Do 228, crashes into a hillside in Lambir Hills National Park, killing all 10 on board.
September 3 – Vietnam Airlines Flight 815, a Tupolev Tu-134, crashes on approach to Phnom Penh International Airport in heavy rain, killing 64 of the 66 people on board.
September 6 – Royal Brunei Airlines Flight 238, a Dornier Do 228, crashes into a hillside in Lambir Hills National Park, killing all 10 on board.
September 26 – Garuda Indonesia Flight 152, an Airbus A300, crashes into a mountain near Buah Nabor, Indonesia, killing all 234 on board.
October 10 – Austral Líneas Aéreas Flight 2553, a McDonnell Douglas DC-9, crashes near Fray Bentos, Uruguay traveling from Posadas to Buenos Aires, resulting in the death of all 74 occupants.
December 17 – Aerosvit Flight 241, a Yakovlev Yak–42, crashes near Thessaloniki, Greece, killing all 70 people on board.
December 19 – SilkAir Flight 185, a Boeing 737, crashes into the Musi River near Palembang, Indonesia, killing all 102 people on board.
December 28 – United Airlines Flight 826, a Boeing 747, encounters severe turbulence two hours into the flight; the aircraft safely lands back in Tokyo; all survive the accident, but a passenger dies later; despite having no damage, the aircraft is written off.

1998.
February 2 – Cebu Pacific Flight 387, a McDonnell Douglas DC-9, crashes into a mountain near Mount Sumagaya in Misamis Oriental in the Philippines, killing all 104 passengers and crew members on board.
February 16 – China Airlines Flight 676, an Airbus A300, crashes into a residential area while attempting to land in Taipei, Taiwan. All 196 people on board are killed, in addition to six on the ground.
March 19 – In the 1998 Ariana Afghan Airlines crash, a Boeing 727 crashes into Sharki Baratayi Mountain while on approach to Kabul International Airport, killing all 45 on board.
March 22 – Philippine Airlines Flight 137, an Airbus A320, overshoots the end of the runway while landing at Bacolod City in the Philippines, plowing through several houses. None of the passengers were harmed, but three people on the ground were killed and several more injured.
April 20 – Air France Flight 422, a Boeing 727 leased from TAME Airlines, crashes into the mountains east of Bogotá, Colombia on takeoff from El Dorado International Airport of Bogotá in foggy weather. All 53 passengers and crew perish.
May 26 – The 1998 MIAT Mongolian Airlines crash: a Harbin Y-12 crashes 13 minutes after takeoff from Erdenet Airport, Mongolia, killing all 28 passengers and crew.
August 24 – Myanma Airways Flight 635, a Fokker F–27 Friendship, crashes while on approach to Tachilek Airport; all 36 on board die.
September 2 – Swissair Flight 111, a McDonnell Douglas MD-11, crashes into the sea near Halifax, Nova Scotia in Canada, because of an onboard fire. All 229 people on board perish.
September 25 – PauknAir Flight 4101, a BAe 146, leaves Málaga but never reaches its destination in Melilla. All passengers and crew perish.

September 29 – Lionair Flight 602, an Antonov An-24, is shot down by the Liberation Tigers of Tamil Eelam and crashes off the coast of Jaffna, Sri Lanka, killing all 55 on board.

October 10 – The 1998 Lignes Aériennes Congolaises crash occurs when rebels using a Strela 2 missile shoot down the Boeing 727, which crashes near Kindu, Democratic Republic of Congo, killing all 41 on board.

December 11 – Thai Airways International Flight 261, an Airbus A310, crashes during poor weather near Surat Thani, Thailand. Of the 146 people on board, 102 are killed.

1999.

The black boxes of EgypAir Flight 990.

February 24 – China Southwest Airlines Flight 4509, a Tupolev Tu-154, crashes while on approach to Wenzhou Airport, killing all 61 passengers and crew on board.

April 7 – Turkish Airlines Flight 5904, a Boeing 737-400, crashes in poor weather near Hamdilli, Ceyhan, Turkey; all 6 crew die.

June 1 – American Airlines Flight 1420, a McDonnell Douglas MD-82, skids off the runway on landing at Little Rock, Arkansas during strong winds; eleven of 145 on board die.

July 24 – All Nippon Airways Flight 61, a Boeing 747, is hijacked by a passenger, Yuji Nishizawa, wielding a knife; after fatally stabbing the captain, he is overpowered by the crew; the first officer lands the plane safely at Haneda, Japan.

August 22 – China Airlines Flight 642, a McDonnell Douglas MD-11, crashes on landing at Hong Kong International Airport during "Typhoon" Sam; of the 315 people on board, three die.

August 31 – LAPA Flight 3142, a Boeing 737, overshoots the runway in Buenos Aires, Argentina and crashes into a golf course; of the 103 people on board, 63 are killed as well as two on the ground.

September 14 – Britannia Airways Flight 226A, a Boeing 757, veers off the runway at Girona, Catalonia (Spain) while landing in a thunderstorm and comes to rest in a field, broken apart in two places; 43 on board are injured, two seriously, but a passenger initially diagnosed as "lightly injured" dies five days later of unsuspected internal injuries.

October 31 – EgyptAir Flight 990, a Boeing 767 bound for Cairo, Egypt, crashes into the Atlantic Ocean off Nantucket, Massachusetts, killing all 217 passengers and crew; cause is disputed: a deliberate suicide/homicide act by the relief first officer according to the NTSB, vs. a Boeing mechanical flaw according to Egyptian aviation authorities.

November 9 – TAESA Flight 725, a McDonnell Douglas DC-9, crashes near Uruapan, Mexico, killing all 18 on board.

December 7 – Asian Spirit Flight 100, a Let L-410 Turbolet, crashes into a mountain while on approach to Cauayan Airport, killing all 15 passengers and crew on board.

December 21 – Cubana de Aviación Flight 1216, a McDonnell Douglas DC-10, overruns the runway at La Aurora International Airport, killing 16 of 314 people on board and another two on the ground.

December 22 – Korean Air Cargo Flight 8509, a Boeing 747-200F, crashes after takeoff near Great Hallingbury, England; killing all 4 crew.

December 24 – Indian Airlines Flight 814, an Airbus A300, is hijacked en route to Delhi, India; one hostage is killed.

December 25 – Cubana de Aviación Flight 310, a Yakovlev Yak-42D, crashes into the San Luis Hill near Bejuma, Venezuela while on approach to Arturo Michelena International Airport; all 22 on board die.

2000s.

2000.

January 10 – Crossair Flight 498, a Saab 340, crashes two minutes after takeoff in Niederhasli, Switzerland, killing all ten people on board.

January 30 – Kenya Airways Flight 431, an Airbus A310, carrying 169 passengers and 10 crew members, crashes into the Atlantic Ocean off Côte d'Ivoire after takeoff from Abidjan. Only ten people survive.

January 31 – Alaska Airlines Flight 261, an MD-83, crashes into the Pacific Ocean off Point Mugu, California after problems with its horizontal stabilizer. All 83 passengers and 5 crew members are killed.
March 5 – Southwest Airlines Flight 1455, a Boeing 737-300, overruns the runway in Burbank, California. Of the 142 people on board, 43 are injured, two seriously.

April 19 – Air Philippines Flight 541, a Boeing 737-200, crashes in a coconut plantation on Samal Island, Davao del Norte while preparing to approach the Davao International Airport, killing all 131 people on board in the worst ever accident involving the 737-200.

June 22 – Wuhan Airlines Flight 343, a Xian Y-7, is struck by lightning and crashes in Hanyang District, Wuhan, killing all 42 on board and another 7 on the ground in the worst ever accident involving the Y-7.

July 4 – Malév Flight 262, a Tupolev Tu-154, lands on its belly at the Thessaloniki International Airport in Greece. There are no serious injuries or fatalities.

July 8 – Aerocaribe Flight 7831, a British Aerospace Jetstream 32, crashes near Chulum Juárez, Mexico, killing all 19 on board.

July 12 – Hapag-Lloyd Flight 3378, an Airbus A310, lands 500 metres short of the runway in Vienna after running out of fuel in flight. There are no serious injuries or fatalities.

July 17 – Alliance Air Flight 7412, a Boeing 737-200, crashes into government housing in Patna, India as it approaches the airport, killing 55 of the 58 on board and five people on the ground.

July 25 – Air France Flight 4590, a Concorde crashes during takeoff from Paris, France after its fuel tank catches fire, killing all 100 passengers and 9 crew aboard as well as four on the ground; the entire Concorde fleet is grounded for one year.

August 23 – Gulf Air Flight 072, an Airbus A320, crashes into the Persian Gulf off Manama, Bahrain while attempting to land. All 143 passengers and eight crew members are killed.

October 31 – Singapore Airlines Flight 006, a Boeing 747-400, strikes construction equipment after using a closed runway for takeoff at Chiang Kai-shek International Airport, Taiwan, killing 83 out of 179 people on board.

December 20 – British Airways Flight 2069, in Sudanese airspace at 35,000 ft, a hijacker storms the cabin in an attempt to send the plane into a nosedive into the ground. However, Captain William Hagan and First Officer Richard Webb help subdue the mentally-ill hijacker, whilst First Officer Phil Watson levels the flight. None of the 398 on board are seriously injured.


Aerial view of the neighborhood in Queens, New York where American Airlines Flight 587 crashed. January 23 – Yemenia Flight 448, a Boeing 727, is hijacked 15 minutes after takeoff from Sana’a International Airport, Yemen; the crew makes an emergency landing at Djibouti; the hijacker is subdued with no casualties to the 101 on board.

January 31 – In the 2001 Japan Airlines mid-air incident, Japan Airlines Flight 907, a Douglas DC-10, and Japan Airlines Flight 958, a Boeing 747, narrowly avoid colliding near Yaizu, Japan.

March 29 – In the 2001 Avjet Aspen crash, an Avjet charter flight, a Gulfstream III jet with 15 passengers and 3 crew, crashes on approach into Aspen, Colorado, killing all on board.

July 4 – Vladivostok Air Flight 352, a Tupolev Tu-154 enters a flat spin on approach to Irkutsk Airport in Irkutsk, Russia, crashes down onto its belly and bursts into flames in a wooded area, killing all 145 aboard.

August 24 – Air Transat Flight 236, an Airbus A330, runs out of fuel over the Atlantic Ocean and makes an emergency landing in the Azores. Upon landing some of the tires blow out, causing a fire that is extinguished by emergency personnel on the ground. None of the 304 people on board the aircraft are seriously injured.

August 29 – Binter Mediterráneo Flight 8261, a CASA CN-235, suffers port engine failure and crashes onto the N-340 road while attempting to make an emergency landing at Ruiz Picasso International Airport, killing 4 of 43 on board, the pilot initially survives, but dies several hours later.

September 11 – September 11 attacks American Airlines Flight 11, a Boeing 767-200ER with 92 people on board, is hijacked after taking off from Boston, and is flown into the north tower of the World Trade Center in New York City; all on board are killed as well as others on the ground and in the building.

United Airlines Flight 175, a Boeing 767-200 with 65 people on board, is hijacked after taking off from Boston and is flown into the south tower of the World Trade Center in New York City; all on board are killed as well as others on the ground and in the building; the collapse of both towers brings the total death toll from the two crashes to at least 2,759.
American Airlines Flight 77, a Boeing 757-200 with 64 people on board, is hijacked after taking off from Dulles International Airport and is flown into The Pentagon; all on board are killed as well as 125 people in the building and on the ground.

United Airlines Flight 93, a Boeing 757-200 with 44 people on board, is hijacked after taking off from Newark, New Jersey; passengers struggle with the hijackers, and the aircraft crashes in a field near Shanksville, Pennsylvania, killing all on board.

October 4 – Siberia Airlines Flight 1812, a Tupolev Tu-154, is destroyed mid-air of unknown cause over the Black Sea. All 66 passengers and 12 crew members are killed.

October 8 – In the Linate Airport disaster, SAS Flight 686, a MD-87, crashes into a Cessna business jet on takeoff from Milan, Italy. The MD-87 then swerves into a baggage handling building and catches fire. All 110 people on board Flight 686 die as well as all four in the Cessna. Four people on the ground are also killed.

November 12 – American Airlines Flight 587, an Airbus A300, crashes into a Queens neighborhood in New York City when the plane’s vertical tail fin snaps just after takeoff. All 251 passengers and nine crew members on board are killed as well as five people on the ground.

November 24 – Crossair Flight 3597, an Avro RJ100, crashes near Bassersdorf, Switzerland, while attempting to land in Zürich. Of the 28 passengers and five crew members on board, 21 passengers (including dance singer Melanie Thornton of La Bouche) and three crew members die.

December 22 – On board American Airlines Flight 63, a Boeing 767, a passenger, Richard Reid, attempts to detonate explosives hidden in his shoes, but fails and is subdued by two flight attendants and passengers. The plane lands safely in Boston.

2002.

January 14 – Lion Air Flight 386, a Boeing 737-200, crashes while attempting to take off from Riau, Indonesia; all 103 on board survive.

January 16 – Garuda Indonesia Flight 421, a Boeing 737-300, experiences a dual flameout after entering a thunderstorm, and ditches in the Bengawan Solo River. A flight attendant is the only casualty; 59 passengers and crew survive.

January 28 – TAME Flight 120, a Boeing 727, crashes into a volcano on approach to Tulcán, Ecuador in low-visibility conditions; all 94 on board are killed.

April 15 – Air China Flight 129, a Boeing 767-200ER, crashes into a hill during a landing attempt at Busan, South Korea in misty conditions; of the 155 passengers and 11 crew, 38 survive.

May 4 – EAS Airlines Flight 4226, a BAC 1–11 500 series, crashes into the Gwammaja neighborhood at Kano, Nigeria shortly after takeoff; the ensuing crash resulted in the deaths of 71 passengers and at least 78 civilians on the ground.

May 7 – EgyptAir Flight 843, a Boeing 737-566, crashes near Tunis, Tunisia, while landing in rough weather; of the 62 people on board, 14 perish.

May 7 – China Northern Airlines Flight 6136, a McDonnell Douglas MD-82, crashes near Dalian, China, after a passenger sets fire to the cabin with gasoline; all 103 passengers and 9 crew are killed.

May 25 – China Airlines Flight 611, a Boeing 747-200B, disintegrates above the Taiwan Strait in mid-flight due to maintenance error; killing all 225 people on board.

July 1 – In the Überlingen mid-air collision, Bashkiran Airlines Flight 2937, a Tupolev Tu-154 with 60 passengers and 9 crew members on board, collides with DHL Flight 611, a Boeing 757 freighter with 2 pilots on board near Lake Constance, Germany; all people on both planes perish.

July 10 – Crossair Flight 850, a Saab 2000, strikes an earth bank after landing at Werneuchen Airfield after multiple diversions due to a storm system; all 20 on board survive; the aircraft is written off.

August 8 – Rico Linhas Aéreas Flight 4823, an Embraer EMB 120 Brasilia, crashes on approach to Rio Branco International Airport, Brazil in a rainstorm; the aircraft breaks up into three pieces and catches fire; 23 of 31 on board perish.

November 6 – Luxair Flight 9642, a Fokker F50, crashes short of the runway on approach to Luxembourg Findel Airport in foggy weather conditions; of the nineteen passengers and three crew on board, only two survive.

November 11 – Laaog International Airlines Flight 585, a Fokker F-27 Friendship, crashes into Manila Bay shortly after takeoff from Ninoy Aquino International Airport; of the 34 people on board, 19 are killed.
2003.
January 8 – Air Midwest Flight 5481, a Beechcraft 1900, crashes on takeoff from Charlotte, North Carolina in the United States; all 19 passengers and 2 pilots are killed.
January 8 – Turkish Airlines Flight 634, an Avro RJ100, crashes during its final approach to land at Diyarbakır Airport, Turkey in extensive fog. All of the 5 crew and 70 of the 75 passengers are killed, 5 passengers survive with heavy injuries.
January 9 – TANS Perú Flight 222, a Fokker F28, crashes while on approach to Chachapoyas Airport; all 46 on board die.
March 6 – Air Algérie Flight 6289, a Boeing 737-200, veers off the runway on takeoff in Tamanrasset, Algeria; 96 of the 97 passengers and all 6 crew members perish.
May 29 – A man attempts to hijack Qantas Flight 1737, a Boeing 717, in Melbourne, Australia, intending to crash the plane in Tasmania. He is overpowered by the flight crew and passengers, but injures three people.
July 8 – Sudan Airways Flight 139, a Boeing 737-200, crashes shortly after taking off from Port Sudan, Sudan. All 117 people on board the plane perish; a two-year-old boy initially survives the crash, but dies the following day.
November 22 – A DHL Airbus A300 is struck by a missile near Baghdad, Iraq and loses hydraulic system function, but manages to land safely with only engine controls without any fatalities. This is the first non-fatal landing of an airliner without control surfaces.
December 18 – FedEx Express Flight 647, a McDonnell Douglas MD-10-10, veers off the runway upon landing after a landing gear collapse and catches fire at Memphis International Airport; two crew members and five passengers escape with only minor injuries.
December 25 – UTAGE Flight 141, a Boeing 727, runs off the end of the runway upon takeoff at Cotonou, Benin and crashes onto the beach on the Bight of Benin, killing 151 of the 163 occupants.

2004.
January 3 – Flash Airlines Flight 604, a Boeing 737-300, crashes into the Red Sea, killing all 135 passengers and 13 crew members in the worst ever accident involving the 737-300.
February 10 – Kish Air Flight 7170, a Fokker 50, crashes at Sharjah International Airport, killing 43 people. Three survive with serious injuries.
April 14 – Rico Linhas Aéreas Flight 4815, an Embraer 120ER, crashes while on approach to Eduardo Gomes International Airport, killing all 33 passengers and crew on board; the cause is never determined.
August 13 – Air Tahoma Flight 185, a Convair 580, crashes near Covington, Kentucky while descending to land, killing the First Officer.
August 24 – 2004 Russian aircraft bombings: Siberia Airlines Flight 1047, a Tupolev Tu-154, explodes in mid-air while flying over Rostov Oblast, Russia, killing all 38 passengers and 8 crew members on board.
Volga-AviaExpress Flight 1303, a Tupolev Tu-134, explodes in mid-air while flying over Tula Oblast, Russia, killing all 34 passengers and 9 crew members on board.
October 14 – MK Airlines Flight 1602, a Boeing 747-200F, crashes on takeoff from Halifax Stanfield International Airport, killing all 7 on board.
October 19 – Corporate Airlines Flight 5966, a British Aerospace Jetstream, crashes near Kirksville, Missouri in the United States; 13 of the 15 people on board die.
November 21 – China Eastern Airlines Flight 5210, a Bombardier CRJ200, stalls and crashes near Baotou, China shortly after takeoff because of frost contamination; all 53 on board and two people on the ground are killed.
November 30 – Lion Air Flight 538, a McDonnell Douglas MD-82, crash-lands in Solo City, Indonesia, killing 25 of the 154 people on board.

2005.
February 3 – Kam Air Flight 904, a Boeing 737-200, crashes in a snowstorm in Afghanistan. All 96 passengers and 8 crew members die.
February 20 – British Airways Flight 268, a Boeing 747-400, taking off from Los Angeles to London suffers fire in engine 2. The plane flies on three engines to Manchester, where it performs an emergency landing. None of the 369 people on board are harmed.

March 6 – Air Transat Flight 961, an Airbus A310, suffers rudder failure after takeoff from Varadero, Cuba; the aircraft returns to Cuba with no casualties.

June 9 – US Airways Flight 1170 and Aer Lingus Flight 132 almost collide on a runway at Logan International Airport in Boston, Massachusetts. None of the 381 people on either plane is harmed.

July 16 – An Equatorial Express Antonov An-24 crashes into a mountain side near Baney, Equatorial Guinea; all 60 on board die.

August 2 – Air France Flight 358, an Airbus A340-300, skids off a runway at Toronto Pearson International Airport, Ontario, while landing and catches fire; all 309 on board escape without fatalities or serious injuries, but the aircraft is completely destroyed by the fire.

August 6 – Tuninter Flight 1153, an ATR 72, ditches into the Mediterranean Sea near Palermo, Sicily with 35 passengers and 4 crew members on board; 14 passengers and 2 crew members die.

August 10 – Copterline Flight 103, a Sikorsky S-76 helicopter crashes off Tallinn, Estonia, killing all 14 on board.

August 14 – Helios Airways Flight 522, a Boeing 737-300, crashes near Kalamos, Greece with 115 passengers and 6 crew members on board; there are no survivors.

August 16 – West Caribbean Airways Flight 708, a McDonnell Douglas MD-82, crashes in western Venezuela. All on board, 152 passengers and 8 crew members, die.

August 23 – TANS Perú Flight 204, a Boeing 737-200, crashes on approach to Captain Rolden International Airport, Pucallpa, Peru. Thirty-five of the 91 passengers on board, as well as five of the seven crew members, perish.

September 5 – Mandala Airlines Flight 091, a Boeing 737-200, crashes in Medan, Indonesia, killing 103 of the 111 passengers and all 5 crew members on board the aircraft and an additional 47 people on the ground.

September 21 – JetBlue Airways Flight 292, an Airbus A320, makes an emergency landing at Los Angeles International Airport because of landing gear steering failure. There are no injuries to the 139 passengers and 6 crew members.

October 22 – Bellview Airlines Flight 210, a Boeing 737-200, crashes shortly after takeoff from Murtala Muhammed International Airport in Lagos, Nigeria, killing all 117 people on board.

December 8 – Southwest Airlines Flight 1248, a Boeing 737-700, slides off the runway during landing at Chicago Midway International Airport in Chicago in heavy snow. None of the people on board are injured, but the plane hits two automobiles on the ground, killing a six-year-old boy.

December 10 – Sosoliso Airlines Flight 1145, a McDonnell Douglas DC-9 with 110 people on board, crashes during landing in Port Harcourt, Nigeria. Of the 110 people on board, only 2 survive.

December 19 – Chalk's Ocean Airways Flight 101, a Grumman Mallard, crashes off the coast of Miami Beach, Florida, killing all 20 on board.

December 23 – Azerbaijan Airlines Flight 217, an Antonov An-140, crashes shortly after takeoff from Baku Airport due to instrument failure, killing all 23 on board.

2006.

May 3 – Armavia Flight 967, an Airbus A320, crashes into the Black Sea near the Russian city of Sochi, killing all 115 on board.

July 9 – S7 Airlines Flight 778, an Airbus A310, crashes into a concrete barricade at Irkutsk International Airport, Russia, upon landing and catches fire. Of the 203 people on board, 128 are killed.

July 10 – PIA Flight 688, a Fokker F27, crashes into a wheat field near Multan, Pakistan ten minutes after taking off, killing all 41 passengers and 4 crew members on board.

August 22 – Pulkovo Aviation Enterprise Flight 612, a Tupolev Tu-154, crashes near Donetsk, Ukraine, killing all 170 people on board.

August 27 – Comair Flight 5191, a Bombardier Canadair CRJ-100, crashes on takeoff at Blue Grass Airport, Kentucky due to runway confusion; of the fifty people on board, only one survives.

September 1 – Iran Air Tours Flight 945, a Tupolev Tu-154, crashes while attempting to land in Mashad, Iran, killing 28 of 154 on board.

September 29 – Gol Transportes Aéreos Flight 1907, a Boeing 737-800, collides with an Embraer Legacy business jet and crashes in Mato Grosso, Brazil; the Embraer Legacy, with seven on board,
lands safely with no reported injuries while all 154 people on board the Boeing 737 perish; this crash marks the first loss of a Boeing 737-800.

October 10 – Atlantic Airways Flight 670, a BAe 146, slides off the runway at Stord Airport, Norway, killing 4 of the 16 people on board.

October 29 – ADC Airlines Flight 53, a Boeing 737-200, crashes near Abuja, Nigeria, killing 96 of the 105 people on board.

2007.

January 1 – Adam Air Flight 574, a Boeing 737-400 with 102 people on board, crashes into the ocean off the island of Sulawesi in Indonesia, killing all on board in the worst ever crash involving the 737-400.

January 9 – An AerianTur-M Antonov An-26 crashes near Balad, Iraq, killing 34 of the 35 people on board. The official cause of the crash is poor weather conditions, but other sources claim that the plane was shot down by a missile.

February 21 – Adam Air Flight 172, a Boeing 737-300, suffers structural damage while landing near Surabaya, Indonesia; none of the 149 people on board are seriously injured.

March 7 – Garuda Indonesia Flight 200, a Boeing 737-400, overshoots the runway and crashes while landing at Yogyakarta, Indonesia, killing 22 of the 140 people on board.

March 17 – UTair Flight 471, a Tupolev Tu-134, suffers severe structural damage while landing in Samara, Russia, killing six of the 63 people on board.

March 23 – The 2007 Mogadishu TransAVIAexport Airlines Il-76 crash of an Ilyushin Il-76 near Mogadishu, Somalia after being hit by a surface-to-air missile, kills all 11 on board; one passenger initially survives, but dies hours later.

May 5 – Kenya Airways Flight 507, a Boeing 737-800 with 114 people on board, crashes near Douala, Cameroon, killing all on board.

June 3 – In the 2007 Paramount Airlines Mil Mi-8 crash, a Mil Mi-8 helicopter crashes in Lungi, Sierra Leone, killing all 22 people on board.

June 21 – The 2007 Free Airlines L-410 crash shortly after takeoff from Kamina Town, Democratic Republic of Congo because of severe overloading, kills 1 and injures 4 of the 21 people on board.

June 25 – PMTair Flight 241, an Antonov An-24, crashes in southwestern Cambodia, killing all 22 on board.

June 28 – In the 2007 TAAG Angola Airlines crash, a Boeing 737-200, D2-TBP, with 78 people on board, loses control while landing in M’banza-Kongo, Angola, killing at least six people on board and injuring an unknown number of others.

July 17 – TAM Airlines Flight 3054, an Airbus A320, crashes at Congonhas–São Paulo Airport, Brazil, killing all 187 people on board and 12 on the ground.

August 9 – Air Moorea Flight 1121, a de Havilland Canada DHC-6, crashes into the lagoon of the island of Moorea in French Polynesia just 11 seconds after take off, killing all 20 on board.

August 20 – China Airlines Flight 120, a Boeing 737-800, bursts into flames after landing at Naha, Japan; none of the 165 passengers are seriously injured.

Scandinavian Airlines Dash 8 landing gear incidents: September 9 – Scandinavian Airlines Flight 1209, a de Havilland Canada Dash 8, experiences a landing gear failure in Aalborg, Denmark; none of the 73 people on board are seriously injured, but three days later, after a similar incident, the airline grounds the aircraft type.

September 12 – Scandinavian Airlines Flight 2748, a de Havilland Canada Dash 8, experiences a landing gear failure in Víliūnai, Lithuania; none of the 52 people on board are injured, but because of a similar incident three days earlier, all their Dash 8s are grounded.

October 27 – Scandinavian Airlines Flight 2867, a de Havilland Canada Dash 8, experiences a landing gear failure in Copenhagen, Denmark; none of the 44 people on board are injured, but because of similar incidents in September, the airline "permanently" removes its Dash 8s from service; cause is eventually ascribed to maintenance error.

September 16 – One-Two-GO Airlines Flight 269, a McDonnell Douglas MD-82 carrying 130 people, crashes and bursts into flames after attempting to land in Phuket, Thailand during poor weather conditions, killing 90 people.
October 4 – The 2007 Africa One Antonov An-26 crash into a residential area in Kinshasa, Democratic Republic of the Congo, shortly after taking off, kills at least 50 people, most of whom were on the ground.

November 30 – Atlasjet Flight 4203, a McDonnell Douglas MD-83, crashes into a mountain near Isparta, Turkey, killing all 57 on board.

December 30 – TAROM Flight 3107, a Boeing 737-300 is written-off after hitting a maintenance car on the runway and veering off the runway during takeoff run at Henri Coandă International Airport, Otopeni, Romania; none of the 123 on board are injured.

2008.


January 17 – British Airways Flight 38, a Boeing 777-200ER, lands short of the runway at London Heathrow Airport in the United Kingdom. Nine of the 152 people on board are treated for minor injuries, but there are no fatalities; this is the first loss of a Boeing 777-200ER, and the first loss of any 777 due to operational incident.

February 8 – Eagle Airways Flight 2279, a BAe Jetstream 32, is hijacked ten minutes after taking off from Blenheim, New Zealand by a passenger who attacked both pilots. The hijacker is eventually restrained by the co-pilot and the flight lands safely at Christchurch. All nine on board survive the incident.

February 14 – Belavia Flight 1834, a Bombardier CRJ100, hits its left wing on the runway while taking off from Yerevan, Armenia. All 21 on board escape the aircraft before it erupts into flames.

February 21 – Santa Bárbara Airlines Flight 518, an ATR 42–300, crashes shortly after taking off from Mérida, Venezuela, killing all 46 on board in the worst ever accident involving the ATR 42.

April 3 – In the 2008 Suriname plane crash, an Antonov An-28 operated by Blue Wing Airlines crashes near Benzendorf in Suriname. All nineteen on board are killed.

April 11 – In the 2008 Chişinău Antonov An-32 crash, a Sudanese airline Antonov An-32 crashes when returning shortly after taking off from Chişinău International Airport, Moldova for Turkey. All eight on board are killed.

April 15 – Hewa Bora Airways Flight 122, a McDonnell Douglas DC-9, crashes into a market near Goma, Democratic Republic of the Congo, killing 40 people, including three passengers.

May 30 – TACA Flight 390, an Airbus A320, overruns the runway at Toncontín International Airport in Tegucigalpa, Honduras, killing five (including two on ground).

June 10 – Sudan Airways Flight 109, an Airbus A310, crashes at Khartoum International Airport and breaks apart, catching fire. 30 deaths are confirmed, 6 passengers are listed as missing.

July 25 – Qantas Flight 30, a Boeing 747-400 en route from Hong Kong to Melbourne, performs an emergency descent and lands in Manila after a hull penetration results in rapid decompression; all aboard survive.

August 20 – Spanair Flight 5022, a McDonnell Douglas MD-82 crashes on takeoff at Barajas Airport in Madrid, Spain. Of the 172 people on board, 154 are killed.

August 24 – Iran Aseman Airlines Flight 6895, a Boeing 737, crashes just after takeoff from Manas Airport in Bishkek, Kyrgyzstan. 68 of the 90 passengers and crew on board are killed.

September 14 – Aeroflot Flight 821, a Boeing 737, crashes on approach to Perm Airport from Moscow due to pilot error, killing all 88 people on board in the worst ever accident involving the Boeing 737-500.

October 7 – Qantas Flight 72, an Airbus A330-300, makes an emergency landing in Exmouth, Australia following a rapid descent that leaves over 70 people injured, 14 of them seriously.

October 8 – Yeti Airlines Flight 103, a de Havilland Canada DHC-6 Twin Otter, crashes 60 nmi (110 km) from Mt Everest, Nepal, killing 18 of 19 people on board.

December 20 – Continental Airlines Flight 1404, a Boeing 737-500 with 115 people on board, veers off the runway upon takeoff from Denver International Airport, comes to rest in a ravine near the runway and catches fire; 38 people are injured.

2009.
January 15 – US Airways Flight 1549, an Airbus A320, ditches in the Hudson River just after taking off from LaGuardia Airport in New York City after total engine failure due to multiple bird strikes; all people aboard survive the accident.

February 7 – In the 2009 Manaus Aerotáxi crash, a Manaus Aerotáxi Embrera EMB-110 crashes near Santo Antônio, Brazil, killing 24 of the 28 aboard.

February 12 – Colgan Air Flight 3407, a Bombardier Dash 8 Q400, flying from Newark Liberty International in New Jersey to Buffalo Niagara International Airport in New York crashes into a house in Clarence, New York, killing all 49 aboard the plane and one on the ground.

February 25 – Turkish Airlines Flight 1951, a Boeing 737-800, flying from Atatürk International Airport in Istanbul to Amsterdam Airport Schiphol crashes in a field during final approach; of the 135 people on board, 9 are killed and 86 injured.

March 12 – Cougar Helicopters Flight 91, a Sikorsky S-92, ditches in the Atlantic 34 miles (55 km) east-southeast of Newfoundland due to a main gearbox failure, killing 17 of 18 on board.

March 20 – Emirates Flight 407, an Airbus A340-500 flying from Melbourne Tullamarine Airport to Dubai International Airport has a tailstrike during take off and returns to Melbourne Airport with no fatalities.

March 23 – FedEx Express Flight 80, a McDonnell Douglas MD-11 flying from Guangzhou, China crashes at Tokyo Narita International Airport, Japan; both the captain and the co-pilot of the plane are killed.

April 1 – 2009 Bond Helicopters Eurocopter AS332 crash: Bond Offshore Helicopters Flight 85N, a Eurocopter AS332, crashes 35 miles (56 km) off the Aberdeenshire coast while returning from the Miller oilfield, killing all 16 on board; the cause is a catastrophic failure of the main rotor gearbox.

April 19 – CanJet Flight 918 is seized on the ground by an armed man who slipped through security checks at Sangster International Airport, Montego Bay, Jamaica; all passengers are released early on; six crew members are kept as hostages for several hours before being freed unharmed.

June 1 – Air France Flight 447, an Airbus A330-200 flying from Rio de Janeiro, Brazil to Paris, France, crashes in the Atlantic Ocean, killing all 228 occupants, including 12 crew; bodies and aircraft debris are not recovered until several days later; the aircraft itself is not found until 2011. The crash is the first fatal accident of the A330 and the worst-ever disaster involving the A330.

June 30 – Yemenia Flight 626, an Airbus A310-300 flying from Sana’a, Yemen to Moroni, Comoros, crashes into the Indian Ocean with 153 people aboard; one 12-year-old is found clinging to the wreckage.

July 13 – Southwest Airlines Flight 2294, a Boeing 737-300 from Nashville to Baltimore makes an emergency landing in Charleston, West Virginia after a 14x17 inch hole opens in the skin of the fuselage at 34,000 feet (10,000 m), causing a loss of cabin pressure; the plane lands safely with no injuries.

July 15 – Caspian Airlines Flight 7908, a Tupolev Tu-154, crashes 16 minutes after takeoff near Qazvin, Iran, killing all 153 passengers and 15 crew.

July 24 – Aria Air Flight 1525, an Ilyushin Il-62, skids off the runway at Mashhad International Airport, killing 17 of 153 on board.

August 2 – Merpati Nusantara Airlines Flight 9760, a de Havilland Canada DHC-6 Twin Otter, crashes into a mountain in good weather over Indonesia, killing all 13 passengers and 3 crew.

August 4 – Bangkok Airways Flight 266, an ATR 72–200 carrying 68 passengers crashes in severe weather on landing at Samui airport in the resort island of Ko Samui in Thailand, resulting in at least 1 confirmed death and 37 injured.

August 11 – Airlines PNG Flight 4684, a de Havilland Canada DHC-6 Twin Otter carrying 11 passengers and 2 crew crashes into a mountain at Isurava, Papua New Guinea whilst attempting a go around at Kokoda Airport, Papua New Guinea; all passengers and crew perished in the accident.

September 9 – Aeroméxico Flight 576, a Boeing 737-800 with 104 passengers on board, is hijacked whilst flying from Cancún to Mexico City; after landing at Mexico City International Airport, Mexican officials storm the plane and take 5 men into custody; there are no casualties.

October 21 – Azza Transport Flight 2241, a Boeing 707, crashes on take off from Sharjah International Airport, United Arab Emirates; all 6 crew members are killed.

October 22 – Divi Air Flight 014, a Britten-Norman Islander, with 10 on board, ditches in the Caribbean Sea off Bonaire due to engine failure, killing the pilot.

November 12 – RwandAir Flight 205, a Bombardier CRJ-100, crashes into a terminal shortly after an emergency landing at Kigali International Airport, Rwanda; of the 10 passengers and 5 crew, 1 passenger dies.
December 22 – American Airlines Flight 331, a Boeing 737-800 from Miami International Airport overruns the runway at Norman Manley International Airport, Kingston, Jamaica; there are 40 injuries and no fatalities.

December 25 – Northwest Airlines Flight 253, an Airbus A330-300 is attacked by a man using a small explosive device, causing only a small fire inside the plane, which is extinguished by a flight attendant; the man is subdued by passengers and crew; there are 3 injuries.

2010s.

2010.

January 24 – Taban Air Flight 6437, a Tupolev Tu-154M, crashes while making an emergency landing at Mashhad International Airport, Iran due to a medical emergency; all 157 passengers and 13 crew survive the accident with 47 receiving minor injuries.

January 25 – Ethiopian Airlines Flight 409, a Boeing 737-800, crashes into the Mediterranean Sea shortly after takeoff from Beirut Rafic Hariri International Airport; the flight was heading to the Ethiopian capital, Addis Ababa; all 90 people on board perish.

March 22 – Aviastar-TU Flight 1906, a Tupolev Tu-204, crashes on landing at Domodedovo International Airport in foggy weather; all eight crew on board survive, but the aircraft is written off; this is the first loss of the Tu-204.

April 13 – AeroUnion Flight 302, an Airbus A300B4F XA-TUE, crashes on a missed approach from Mexico City, Distrito Federal, Mexico, for Monterrey, Nuevo León, Mexico. All five crew members were killed, as well as one person on the ground.

April 13 – Merpati Nusantara Airlines Flight 836, a Boeing 737-300, overruns the runway at Rendani Airport in Indonesia; all 103 people on board survive, with 23 injured, three of them seriously.

May 12 – Afriqiyah Airways Flight 771, an Airbus A330, crashes on landing at Tripoli International Airport, killing 103 on board; the sole survivor is a child from the Netherlands.

May 17 – Pamir Airways Flight 112, an Antonov An-24 with 38 passengers and 5 crew, disappears from radar 10 minutes after takeoff from Kunduz Airport in Afghanistan.

May 22 – Air India Express Flight 812, a Boeing 737-800, crashes at Mangalore International Airport after overshooting the runway with 160 passengers and 6 crew members on board. A total of 158 people are killed with just 8 survivors; this is the worst ever crash involving the 737-800.

June 20 – The 2010 Cameroon Aéro Service CASA C-212 Aviocar crash near Djoum, Cameroon, kills all 11 on board, including the entire board of Sundance Resources, an Australian mining conglomerate.

July 27 – Lufthansa Cargo Flight 8460, a McDonnell Douglas MD-11 freighter, catches fire and breaks in half as it lands at King Khalid International Airport, injuring the German pilot and co-pilot.

July 28 – Airblue Flight 202, an Airbus A321, crashes into a hill in the Margalla Hills north-east of Islamabad apparently due to bad weather resulting in 146 passengers and 6 crew members perished. It is the first fatal accident involving an Airbus A321 and Pakistan's worst air disaster.

August 3 – Katekavia Flight 9357, an Antonov An-24 crashes on approach to Igarka Airport, Russia, killing twelve people.

August 16 – AIREs Flight 8250, a Boeing 737-700 splits in three after a hard landing due to pilot error at Gustavo Rojas Pinilla Airport, San Andrés, Colombia. Out of the 125 passengers and 6 crew members on board, two passengers died and 113 were injured.

August 24 – Agni Air Flight 101, a Dornier Do 228, crashes outside of Kathmandu, Nepal in heavy rain, killing all 14 people on board.

August 24 – Henan Airlines Flight 8387, an Embraer E-190, overruns the runway and crashes at Yichun, Heilongjiang, northeast China, causing 43 fatalities from 91 passengers and 5 crew members; this is the first hull loss of an Embraer E-Jet.

August 25 – The 2010 Bandundu Filair Let L-410 crash on approach to Bandundu Airport, Democratic Republic of the Congo, kills all but one of the 21 on board.

September 3 – UPS Airlines Flight 6, a Boeing 747-400, crashes at a military base shortly after takeoff from Dubai International Airport, killing both of the two crew.

September 7 – Alrosa Mirny Air Enterprise Flight 514, a Tupolev Tu-154M, suffers electrical failure and makes an emergency landing at Izhma Airport; while landing, the aircraft overruns the runway and is written off; all 81 passengers and crew survive.
September 13 – Conviasa Flight 2350, an ATR-42, crashes shortly before landing in Ciudad Guayana, killing 15 of the 51 people on board.

November 4 – Aero Caribbean Flight 883, an ATR-72, crashes in Sancti Spíritus, Cuba, killing all 68 on board in the joint worst ever accident involving the ATR 72.

November 4 – Qantas Flight 32, an Airbus A380, suffers substantial mechanical failure of its left inboard engine after taking off from Singapore Changi Airport. The flight turned back and landed safely. All the 433 passengers and 26 crew on board were safe. Cowling parts of the failed engine fell over Batam island.

November 5 – In the 2010 Karachi Beechcraft 1900 crash a JS Air charter crashes straight after takeoff, killing all 19 passengers and 2 crew on board.

November 11 – The Zalingei Tarco Airlines Antonov An-24 crashes at Zalingei Airport, Sudan, kills 6 of 44 on board.

November 28 – Sun Way Flight 4412, an Ilyushin Il-76TD, suffers an engine fire and crashes near Jinnah International Airport, killing all 8 crew on board and another 4 on the ground.

December 4 – Dagestan Airlines Flight 372, a Tupolev Tu-154, skids off the runway during emergency landing at Russia’s Domodedovo International Airport, killing two of the 160 passengers on board and injuring 87.

December 15 – A Tara Air de Havilland Canada DHC-6 Twin Otter crashes in the Bilandu Forest near Shreechaur, Okhaldhunga District, Nepal, killing all 22 passengers and crew on board.

2011.

January 1 – Kolavia Flight 348, a Tupolev Tu-154, erupts in flames while taxiing at Surgut International Airport, Russia, killing 5 out of 124 people and injuring 43.

January 9 – Iran Air Flight 277, a Boeing 727, crashes at Urmia Airport, Iran, during a go-around, killing 77 of 105 people on board.

February 10 – Manx2 Flight 7100, a Fairchild Metroliner III, crashes at Cork Airport, Republic of Ireland and catches fire, killing 6 of 12 people on board.

February 14 – Central American Airways Flight 731, a Let L-410 Turbolet, crashes while on approach to Toncontín International Airport, killing all 14 on board.

March 21 – The 2011 Pointe-Noire Trans Air Congo An-12 crash: an Antonov An-12 crashes on approach to Pointe Noire Airport, Republic of the Congo, killing all 4 crew on board and another 19 on the ground.

April 1 – Southwest Airlines Flight 812, a Boeing 737, ruptures a hole in the fuselage at 36,000 feet, causing the cabin to lose pressure shortly after takeoff from Phoenix Sky Harbor International Airport. The plane lands safely at Yuma International Airport, Arizona with 116 people aboard uninjured and two with minor injuries.

April 4 – In the 2011 United Nations Bombardier CRJ-100 crash, a Georgian Airways plane operated by the United Nations Mission in the Democratic Republic of Congo (MONUSCO) crashes on landing at Ndjili Airport, Democratic Republic of the Congo; all but one of the 33 on board are killed.

May 7 – Merpati Nusantara Airlines Flight 8968, a Xian MA60, crashes off the coast of West Papua, Indonesia while on approach to Kaimana Airport in heavy rain, killing all 25 passengers and crew on board.

May 18 – Sol Líneas Aéreas Flight 5428, a Saab 340, crashes off Prahuaniyevu, Río Negro, Argentina while on approach to General Enrique Mosconi International Airport, Comodoro Rivadavia in heavy rain, killing all 22 passengers and crew on board.

June 20 – RusAir Flight 9605, a Tupolev Tu-134, crashes onto the Russian highway A133 near the village of Besovets, Petrozavodsk, Russia, while on approach to Petrozavodsk Airport, killing 47 of 52 on board.

July 6 – The 2011 Silk Way Airlines Ilyushin Il-76 crash: An Ilyushin Il-76 crashes into a mountain 25 kilometres (16 mi) short of Bagram Air Base in Afghanistan, killing all nine people on board the cargo flight from Baku, operated on behalf of NATO.

July 8 – Hewa Bora Airways Flight 952, a Boeing 727, crashes on landing at Bangoka International Airport, Democratic Republic of the Congo, killing 74 of 118 on board.

July 11 – Angara Airlines Flight 5007, an Antonov An-24, ditches in the Ob River after an engine fire, killing 7 of 37 on board.

July 13 – Noar Linhas Aéreas Flight 4896, a Let L-410 Turbolet, crashes shortly after takeoff from Recife Airport, Brazil, killing all 16 on board.
July 28 – Asiana Airlines Flight 991, a Boeing 747 freighter, crashes into the Pacific Ocean, 112 kilometres (70 mi) west of Jeju Island, South Korea, killing the two crew.
July 30 – Caribbean Airlines Flight 523, a Boeing 737, overrun the runway on landing at Cheddi Jagan International Airport, Georgetown, Guyana and breaks in two; several are injured but all 163 passengers and crew survive.
August 9 – In the 2011 Avis Amur Antonov An-12 crash, an Antonov An-12, en route from Magadan Airport to Keperveyem Airport, crashes at Omsukchan, Russia due to an engine fire, killing all 11 on board.
August 20 – First Air Flight 6560, a Boeing 737, crashes while on approach to Resolute Bay Airport, Nunavut, Canada, killing 12 of 15 on board.
September 6 – Aerocon Flight 238, a Fairchild Metroliner III, crashes near Trinidad, Bolivia, killing eight of nine people on board.
September 7 – Yak-Service Flight 9634, a Yakovlev Yak-42, crashes just after takeoff from Tunoshna Airport, Yaroslavl, Russia due to pilot error, killing 44 of the 45 people on board. Many were players and staff of the Lokomotiv Yaroslavl ice hockey team of the KHL, as the flight was destined for Minsk, Belarus for a league game.
September 25 – Buddha Air Flight 103, a Beechcraft 1900D, crashes in dense fog while attempting to land at Kathmandu Tribhuvan International Airport, killing all 16 passengers and 3 crew members.
October 13 – Airlines PNG Flight 1600, a de Havilland Canada DHC-8, crashes near the mouth of the Gogol River, Papua New Guinea, killing 28 of 32 on board.
October 18 – Iran Air Flight 742, a Boeing 727, en route from Moscow, Russia to Tehran, Iran lands without nose gear at Mehrabad International Airport; all 94 passengers and 14 crew members survive without injuries.
November 1 – LOT Polish Airlines Flight 16, a Boeing 767, performs a belly landing at Warsaw Chopin Airport after its landing gear failed to deploy; all 220 passengers and 11 crew members survive without injuries.

2012.
April 2 – UTair Flight 120, an ATR-72, crashes shortly after takeoff from Roshchino International Airport, Tyumen, Russia, killing 31 of the 43 passengers and crew on board.
April 20 – Bhoja Air Flight 213, a Boeing 737, crashes near Chaklala airbase, Rawalpindi, Pakistan in bad weather, killing all 127 people on board.
May 9 – In the Mount Salak Sukhoi Superjet 100 crash, a Sukhoi Superjet 100 crashes into Mount Salak, Indonesia on an exhibition flight, killing all 45 passengers and crew on board.
May 14 – In the Agni Air Flight CHT, a Dornier Do 228 crashes near Jomsom Airport, Nepal during a go-around; of the 21 on board, 6 survive.
June 2 – Allied Air Flight 111, a Boeing 727, overruns the runway on landing at Kotoka International Airport, Accra, Ghana and crashes through a fence; the aircraft then hits a bus on a nearby road; all four crew survive but twelve are killed on the ground.
June 3 – Dana Air Flight 992, a McDonnell Douglas MD-83 carrying 146 passengers and 7 crew members crashes in a suburb of Lagos, Nigeria on approach to Murtala Muhammed International Airport, killing all on board and 10 more people on the ground.
June 29 – Six people attempt to hijack Tianjin Airlines Flight 7554, an Embraer E-190, 10 minutes after takeoff; passengers and crew are able to restrain the hijackers until the aircraft makes an emergency landing; of the 101 on board, 2 hijackers die and 2 more hijackers and 11 passengers and crew are injured; this is China's first serious hijacking attempt since 1990.
September 12 – Petropavlovsk-Kamchatsky Air Flight 251, an Antonov An-28, crashes in Kamchatka Peninsula, Russia, killing 10 of the 14 passengers and crew on board.
September 28 – Sita Air Flight 601, a Dornier Do 228, crashes on the bank of the Manohara River, Kathmandu, Nepal after a bird strike, killing all 19 on board.
October 7 – FlyMontserratt Flight 107, a Britten-Norman Islander, crashes after takeoff from V.C. Bird International Airport, Antigua and Barbuda; of the four on board, only one survives.
November 30 – In the 2012 Aéro-Service Ilyushin Il-76T crash, an Ilyushin II-76T freighter crashes short of runway threshold on approach to Maya-Maya Airport, Brazzaville, Republic of Congo, in bad weather, killing all 6 aboard, 26 on the ground, and injuring 14.
December 25 – Air Bagan Flight 11, a Fokker 100, crash-lands on a road near Heho Airport, Myanmar, killing one on board, one on the ground and injuring 11.
December 29 – Red Wings Airlines Flight 9268, a Tupolev Tu-204 on a repositioning flight, overruns the runway on landing at Moscow’s Vnukovo International Airport, then breaks apart and catches fire; five of the eight crew on board are killed in the first fatal accident involving the Tu-204.

2013.
January 29 – SCAT Airlines Flight 760, a Bombardier CRJ200, crashes in thick fog on approach to Almaty International Airport, Kazakhstan, killing all 16 passengers and 5 crew on board.
February 13 – South Airlines Flight 8971, an Antonov An-24, crash-lands in dense fog at Donetsk International Airport, Ukraine, killing 5 of 52 people on board.
April 13 – Lion Air Flight 904, a Boeing 737 carrying 101 passengers and 7 crew members, crashes into the ocean while attempting to land at Ngurah Rai International Airport on the Indonesian resort island of Bali, injuring 46 people.
April 29 – National Airlines Flight 102, a Boeing 747 freighter, stalls and crashes shortly after takeoff from Bagram Airfield, Afghanistan, due to load shifting, killing all seven crew members on board.
May 16 – Nepal Airlines Flight 555, a de Havilland Canada DHC-6, overruns the runway on landing at Jomsom Airport, Nepal, injuring seven people.
July 6 – Asiana Airlines Flight 214, a Boeing 777, crashes short of the runway on landing at San Francisco International Airport, killing three of 307 on board and injuring 182. The crash was the first fatal accident involving the Boeing 777.
July 7 – A de Havilland Canada DHC-3 operated by Rediske Air crashes on approach to Soldotna Airport, Alaska, killing all 10 people on board.
August 14 – UPS Airlines Flight 1354, an Airbus A300 freighter, crashes short of the runway on approach to Birmingham–Shuttlesworth International Airport, killing the two crew on board.
October 3 – Associated Aviation Flight 361, an Embraer 120, crashes shortly after takeoff from Murtala Muhammed International Airport, Lagos, killing 15 people on board.
October 16 – Lao Airlines Flight 301, an ATR-72, crashes shortly before landing at Pakse International Airport under adverse weather conditions, killing all 44 passengers and 5 crew on board.
November 17 – Tatarstan Airlines Flight 363, a Boeing 737, crashes at Kazan International Airport, Russia during a go-around, killing all 50 people on board.
November 29 – LAM Mozambique Airlines Flight 470, an Embraer 190, en route from Maputo International Airport, Mozambique to Quatro de Fevereiro Airport, Angola crashes into Bwabwata National Park in northern Namibia, killing all 33 people on board.

2014
February 16 – Nepal Airlines Flight 183, a de Havilland Canada DHC-6, crashes near Khidim about 40 nautical miles south-west of Pokhara, Nepal, killing all 18 people on board.
February 17 – Ethiopian Airlines Flight 702, a Boeing 767-300ER, is hijacked by the co-pilot while en route from Addis Ababa to Rome, but lands safely at Geneva. All 202 passengers and crew are unharmed.
March 8 – Malaysia Airlines Flight 370, a Boeing 777-200ER en route from Kuala Lumpur International Airport to Beijing Capital International Airport with 239 people on board, disappears from radar over the Gulf of Thailand. The Malaysian Government reports on March 24 that it plunged into the Indian Ocean, killing all on board.
31 May 2014- Gulfstream IV; N121JM, Hanscom Field, near Boston, MA, United States. The aircraft was on an unscheduled flight form Hanscom Field in Bedford, MA to Atlantic City, NJ and crashed during takeoff.

Source: various.

Flight tracking summit in May 2014: a kneejerk development
A development since MH370 was lost was the summit arranged by the International Civil Aviation Organisation ('ICAO') on 12-13 May 2014 at Montreal to discuss the possibility of global flight tracking. The summit was attended by member states and industry experts. There is at present no specific aircraft and satellite-based capability that allows global worldwide flight tracking, it was stated and this is somewhat incredible information since there already exists global vessel tracking systems and also numerous satellites sitting in space intercepting communications on behalf of certain world powers. Incredibly, present methods of aircraft tracking vary widely, with the financial dimension featuring strongly in an industry trying to cut costs. Improvements to uniform high standards of flight tracking are estimated to cost United States Dollars 100,000 per aircraft and already, 30 aircraft equipment vendors have produced tracking solutions. Under plans agreed at the Montreal summit there has been created an Aircraft Tracking Task Force ('ATTF') led by the International Air Transport Association ('IATA') which plans to meet monthly to evaluate the 30 proposed solutions the aircraft vendors have initially provided at the summit. The ICAO president, Dr Olumuyiwa Benard Aliu, from Nigeria, doctorate in technical sciences (aeronautics) issued a statement to the effect that ICAO is at present providing technical assistance to Malaysia in respect of the flight MH370 investigation. It is to be noted that the ICAO has no teeth because it can only issue recommendations, being a United Nations agency.

21 There are 39 States which comprise ICAO’s Governing Council: Afghanistan, Australia, Bangladesh, Bhutan, Brunei, Darussalam, Cambodia, China, Comoros, Cook Islands, Fiji, India, Indonesia, Japan, Kiribati, Korea DPR, Lao PDR, Malaysia, Maldives, Marshall Islands, Micronesia, Mongolia, Myanmar, Nauru, Nepal, New Zealand, Pakistan, Palau, Papua New Guinea, Philippines, Republic of Korea, Samoa, Singapore, Solomon Island, Sri Lanka, Thailand, Timor-Leste, Tonga, Vanuatu, and Viet Nam.
ICAO- new victim policy and upcoming 2018 guidance on underwater locator beacons

Aliu referred to ICAO's new policy on aircraft accident victims and their families. This policy was developed after MH370 was lost. Guidance on underwater locator beacons will be published in the year 2018 and ICAO's Flight Recorder Panel is studying the feasibility of deployable flight locators.  

Conclusions and recommendations

This analysis of the disappearance of Malaysian Airplane Flight MH370 on its way to Beijing in China has concluded that many unresolved questions remain and may remain forever unresolved. The wildly differently assumptions about MH370 flight whereabouts are due to (i) the assumptions put forward to date by Inmarstat and others are all incorrect; (ii) the unknown quantity of uncharted flights which are not officially recorded for security and intelligence and financial reasons. (Drug runners, eg, have wealth enough to have airplanes which do not need to comply with the more stringent procedures of passenger aircrafts. It may even be that the US was spying on China and their satellite information still secret- information which can assist as to the

25 Illicit drug use is rampant around the world and an airport that is law might have been allowing drugs to be delivered by freight. Selling illegal drugs like heroin and cocaine is big business, and vast fortunes have been made by those involved in the trade. Have police swabbed the airport for signs of large amounts of drugs transported from there? There still may be stashes of drugs at the airport. Did police take swabs from the homes of the pilot and co-pilot? Have police examined whether guns have been bought by any of the airline's staff? Have all motor vehicles of all staff been swabbed at time of MH370's disappearance?
truth about MH370). Therefore a thorough analysis of the facts of all aircrafts at that
time in that area of airspace is urgently needed. From the information about China’s
passengers, the fact that millions of Chinese are travelling each year by aircraft makes
the possibility or query of uncharted aircraft in the skies in the vicinity of China.²⁶

**Recommendation 1**

A concerted effort is made to vigorously attempt to answer all questions which this
analysis has raised. People need to push for uniform reform of the global commercial
aircraft system. The global public need to push for transparency in corporate
governance in the airplane transport industry.

**Recommendation 2**

The public must demand uniformity in compliance and a global independent
compliance board.²⁷

**Recommendation 3**

Understanding that the increase in aircraft crashes is not due to the increase in air
traffic but to manufacturing faults not corrected wholesale.²⁸ This again begs the
question of who are the chief officers in the airplane industry and whether they have
scientific knowledge at all.

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²⁶ See page 21 above.
²⁷ As was revealed in the May Montreal aircraft summit, as many as 30 (thirty) companies connected to
the aircraft industry have drawn up plans for a global aircraft tracking device and the calculation is
approximately $100,000 for each commercial aircraft it is fitted in. This cost can be reduced further if
there is a new convention on global tracking and compliance for all aircraft (economy of scale). Why
was this not done before? Because there is already a thriving market in radar blacking equipment.

*Radar jamming and deception* is the intentional emission of radio frequency signals to
interfere with the operation of a radar by saturating its receiver with *noise* or false
information. There are two types of radar jamming: *Mechanical* and *Electronic jamming*
²⁸ The list in this article of the hundreds of commercial airplane crashes is by no means exhaustive and yet it shows the increase
of air crashes with the increase of air traffic, yet only two of these crashes can be seen to be due to air traffic. Therefore increase
in airplane crashes and hundreds of lives lost at each crash is absolutely mutually exclusive to the amount of air traffic.
**Recommendation 4**

No cold cases must be allowed in the commercial airline industry

There is no place for 'cold cases' in the airline industry in this day and age of massive amounts of air travel.

**Recommendation 5**

Financial considerations must take less priority. A full global inquiry is needed as to why it is that aircraft manufacturers have sat on knowledge of faults in their products because of a reluctance to spend some money.

**Recommendation 6**

The MH370 disappearance with hundreds of lives lost has caused the aircraft industry to decide to consider any products which will coordinate global tracking, and no less than 30 designs have been put forward between March and May 2014, with costings averaging US $100,000 per airplane, a small price to pay at that. Yet it remains to be seen in action because devices to block tracking will also be designed and sold.

**Conclusion -1- aircraft computer possibly hacked**

It seems feasible that flight MH370 had its computer systems hacked into and this enabled the hacker to redirect the plane to crash into the Indian Ocean. To a hacker, a plane on a screen and the sea on the screen are like many computer games, because there are many computer nerds that would carry this out just to see if they can do it, no conscience engaged, their consciences blunted by computer games with expendable virtual passengers.

**Conclusion -2- Boeing manufacturer must bear responsibility**
From the evidence from the hundreds of commercial air crashes, it seems even more feasible that the manufacturer is responsible. One simple table of the FACTS of the commercial airplane crashes that burst into flames before landing highlights just one possible manufacturing problem with fuselages.

Conclusion – 3- cause of crash and disappearance of MH370: fire

A fire in the freight could have killed all on board with poisonous smoke inhalation depending on the freight; auto-pilot engaged and the plane crashed into the ocean somewhere. No-one can verify Inmarstat's conclusion and on what exactly it was based, so it should not be assumed that the plane did not simply crash where it was over the ocean as it was destroyed.

Conclusion – 4 - Somebody knows what happened and must turn Informer

The airline authority's tremendously costly investigation after a Boeing 777 crashed in 2013 is unnecessary. One does not need to simulate thousands of crashes- using the recent Boeing jets' fuel temperature investigation method (if any uniform methodology was indeed used). 29

Conclusion 5- Commercial trade secrets prohibit the fullness of information

There also are many outstanding legal and international trade issues.

29 See page 160 above.
The Carriage by Air Conventions may need to be re-examined in light of MH370.\textsuperscript{30}

These legal documents are:


\section*{Considerations}

\textsuperscript{30} The Carriage by Air Conventions includes the Warsaw Convention as amended by The Hague, 1955, which Convention was further amended by Protocol No.4 of Montreal 1975 and the Montreal Convention 1999. Schedule 1B of the Montreal Convention relates to the rights and liabilities of carriers, carriers’ servants and agents, passengers and consignors and other persons.

\textsuperscript{31} Sally Ramage, 'Thinking outside the box for terrorist financing', \textit{The Criminal Lawyer}: Bloomsbury Professional, July/August 2008 Issue 185, pgs 1-3.
However, the nagging fact that Boeing had knowledge before March 2014 of issues affecting such jet planes as flight MH370 remains.

* Why didn't Boeing notify all airlines of this impending regulation?

* Why has Boeing not submitted millions of dollars into an escrow account for the relatives of victims? It would be very sad if Boeing and others behaved like the owners of Bhopal and leave thousands waiting with grief and pain whilst they all kicked around ideas about MH370, if it had crashed because of aircraft failure.

* There is no aircraft to pick over for clues.

* There are no bodies to perform post mortems on.

* There is just Inmarsat's recorded 'pings', backed up by no other evidence.

* No wreckage or containers or suitcases have been found.

* The pilot and co-pilot were normal people.

* No United States satellites have seen anything, or at least the United States have not admitted this.

* No surveillance information has been offered by GCHQ, FBI, CIA or other great intelligence agencies who monitor the Internet as well as electronic conversations.

* No terrorist group has come forward to own this incident.

* There was no collision with another aircraft, or at least none was admitted by any nation. There could have been a collision with a one-man small aircraft and no one would know and it is noted that such a crash occurred with a small Cessna and a Boeing 727 jet plane on 19 July 1967 in North Carolina, United States.

* Many crashes of Boeing jets have had 'inconclusive investigation results'.

* In 1970 a British Comet jet plane suddenly fell off the radar screens and was later found to have crashed but the cause was never established, even though the British Comet jet planes had a long history of fatal air crashes.
*On 27 July 1971, another Boeing 727 jet plane crashed into a smaller plane in Japan. The co-pilot with little experience was flying the plane. He was charged with involuntary homicide, the only person to survive, but was acquitted.
*In July 1973, a 723 jet plane crashed with no cause found, although malfunction of instruments was suspected.

*Importantly, one should look to the crash of the DC-10 jet plane near Paris, France and 346 passengers and others died. It was known that the aircraft had a weakness in its cargo hatch cover when a similar plane had crashed in 1972 but no action was taken to rectify the weakness in the aircraft part. In 1974, another crash occurred when the cargo hatch cover fell from the airplane, causing decompression. Faulty locking system had also been known about but no action had been taken to correct all such airplanes. However after this crash, killing 346 people, the US Federal Aviation Administration ('FAA') ordered all airlines to make necessary alterations to correct this fault. The international and financial and reputational ramifications caused the FAA's order to be challenged in court. However large insurance settlements were awarded to families of the dead passengers.

*In 1975 a Boeing 727 jet plane crashed near Kennedy Airport, United States. Lightning had occurred and one wonders what fuel mixture this plane was using. Unsurprisingly no conclusion was reached as to the cause of this crash.

*However, there is much third party documentary evidence that will clarify what happened: All the freight on the airplane MH370 can be accounted for and listed by reverting to Bills of Sale, Insurance contracts, purchases, etc. The amount of fuel the
Airplane held can be exactly measured by documentation corresponding to its filling-up, payment, quality of this fuel, vendor who sold this fuel, etc.\textsuperscript{32}

\textbf{*Was there lightning at the time that MH370 stopped communicating?} It is to be noted that in on 8 December, 1963, lightning ignited the fuel-air mixture that airlines were then using and caused the explosion of Pan Am Boeing 707 near Maryland, United States. Many international airlines were then using a mixture of 'wide-cut gasoline' and kerosene because it was cheap. After 1963, this fuel mixture was banned worldwide, but who knows if it is being surreptitiously used today to save money in this recession? The fuel-air mixture caught afire and exploded.

\textbf{*If Inmarstat's 'pings' are incorrect, the airplane MH370 could have exploded suddenly and may have fallen into the sea and at the speed it was travelling mid-journey, was bound to be never be seen again unless one scraped the seabed.} \textsuperscript{33}

\textbf{*Who is to vouch for Inmarstat's assertion?} Who are Inmarstat's employees? What qualifications do they hold?

\textbf{*Boeing is American and the Malaysian MH370 is an older jet with British Rolls Royce engine.}

\textbf{* Boeing 777 aircraft crashed in 6 July 2013 on an international flight from Seoul in South Korea to San Francisco, United States.}\textsuperscript{34} The aircraft broke into pieces and also caught fire. There was a sound of 'stick shaker indicating an impending stall' of the aircraft.


\textsuperscript{33} See Inmarsat's webpage on 'aviation' at http://www.inmarsat.com/aviation/.

(In general huge amounts of puffery are stated on companies' websites with no intervention by authorities. Puffery often includes dangerous and misleading misrepresentations).

\textsuperscript{34} Matt Williams, 'Boeing 777 from Seoul crashes on landing at San Francisco airport', Guardian, 6 July 2013.
The NTSN called for a redesign of the Boeing 777’s fuel system.

None of the Boeing 777 jets were recalled. None of the Boeing 777 jets have a redesigned fuel system. (An amended system must be in place as from 6 June 2014, according to recent regulations, which do not mention the MH370 Boeing 777 crash)

Investigation by several agencies, headed by the UK Air Accidents Investigation Branch included a full review of the minimum fuel temperature data of over 140,000 of these 777 jet flights and this revealed that 13,000 of these 777 planes were operating with Rolls Royce Trent 800 series engines (ie they were the older versions of 777s, and some 220 such older 777s, [including 777 jet aircraft such as MH370] are still in service). The investigators findings were that 118 had fuel temperatures at takeoff that were at or below the takeoff fuel temperature of the 2008 accident flight and during the approach phase, only 70 had fuel temperatures that were as low or lower than the fuel temperature on the 2008 accident night. They concluded that ice had formed in the fuel pipes within the main fuel tank, restricting the fuel-flow through a component called the fuel-oil heat exchanger, causing engine rollback, and that turbulence, and other factors may have contributed

*Inmarsat is a British company and it beggars belief that even at this late stage they are boasting of their accuracy- yet they did not pinpoint the plane's whereabouts in the
vital 'golden hour' days after MH370 disappeared when we could have found bodies, wreckage and the vital 'blackbox'.

This analysis concludes that the state of the MH370 investigation just not good enough at present. Another consideration is that somebody knows something and if this person becomes the genuine informer about this flight MH370, this would clarify the reason for this tragedy.

Records can be reconstructed to create the footprints of the flight from way before the engine began running on its way to Beijing. However, one needs to bear in mind the fact that the players in this disaster are very important corporations from very big and powerful nations, Rolls Royce, Boeing, United States of America, Intelligence Services, etc, coupled with the fact that money is probably at the route of this disaster.

Consideration of these facts must be made:

1. The ship that incorrectly discovered black-box signals in the ocean is not Asian.
2. Documentary evidence can piece together this story should one wish to know the whole truth about the death of the 329 people on board MH370. 'Documents can be extremely useful in resolving a crime. Whether hand-written or printed by machine or a combination of both, a document has a story to tell that can be uncovered by an expert'.

3. Examining the old aircraft crashes especially Boeing jet crashes, one sees that commercial crashes nearly always reach the conclusion that the cause if not known. The cause is usually aircraft failure, and unless the passengers are all American or British, no one really cares enough to compensate their relatives with millions of US dollars – as they should.

5. Police (from any jurisdiction) do not have the right skills for this aircraft advanced investigation - it needs independent forensic accountants and independent forensic lawyers to work on the third party documentary evidence to reveal the full and true facts leading to MH370's disappearance. Police have not investigated the Internet for signs of impending terrorist attacks on airplanes. 'Terrorists use the Internet. There are Internet addresses and web pages used systematically by the groups in question to call for meetings, publish demands, organise campaigns and spread the postulates of their ideology. It has equally been noticed that communication between activists usually takes place via e-mail accounts.'

6. We have sent space-craft to the planet Mars. Deep space images already give us a window into some of the most distant and exotic objects in the Universe, from the dark and distant clouds when new stars are born to the glowing embers of supernova remnants and beyond, to distant galaxies millions of light years away - and yet, it appears that we do not know the terrain of the ocean floors, by imagery or exploration. Therefore we can find the truth here if we really want to, irrespective of nationalities, jurisdiction and politics.

36 Ibid 27.
7-16. The history of a recent Boeing Investigation should be studied.

The facts are these:

In the United States where a near-accident occurred quite recently, millions of dollars was spent investigating the almost fatal crash as the Boeing plane landed. This is the methodology devised for this investigation: they compared thousands of jet planes fuel temperatures to the airplane that missed disaster. Why did the authorities not compare the fuel temperatures to what is expected as per scientific standards? The finding would have shown whether the stated safety documents were tampered with before their approval.

8. When the aircraft safety procedures were in place, records must exist of the findings and calculations that proved safe and reliable. Why did authorities not compare this untampered and on-file documentary evidence?

9. Who made the decision as to the type of investigation?

10. Was the method of investigation of fuel temperature of thousands of jet aircraft put to an expert panel for approval?

11. Were the investigators qualified to carry out this investigation? The cost, potential for disasters during this investigation and fuel and personnel involved must have cost many millions of US Dollars.

12. Has any external body examined the data from this accident investigation?  

13. Why should a bird in the flightpath cause a plane to possibly crash? Surely the manufacturers would have designed the plane to iron out this possibility. Why should snow get into the fuselage and cause a drop in fuel temperature?

38 Boeing 787 also had a crash recently. See Gwyn Topham, ‘Boeing 787 Dreamliner blaze at Heathrow revives safety concerns’, Guardian, 12 July 2013.

39 This investigation as publicised reads like an elaborate manufacturer’s whitewash.
14. It just does not tally that an aircraft costing millions of dollars to be manufactured would have a faulty hatch door.

15. Who are these employees and do they have engineering qualifications or even examinations in statics and dynamics?

16. Who are these quality assessors who allowed a poorly made hatch door to slip by in a multi-million dollar piece of equipment that would carry the most important beings on this planet Earth- people- human beings?

17. As to airplane flight MH370, The exact weight of the plane and its passengers and cargo can be calculated by using CCTV footage and freight weights, food weights, alcohol on board, etc.

18. All the technicians who dealt with MH370, cleaned it, serviced it, etc can be pinpointed exactly. Police files on this must stand up to international scrutiny.

19. Where were airlines savings on money made during the year 2014?

20. Who supplies airplane fuel to Malaysian Airlines?

21. Even was this airplane MH 370 or parts of it to be recovered, this does not guarantee a conclusion as to what happened.
23. We are reminded that money is involved. Anti-trust offences must be investigated.

24. Which corporation would admit to an aircraft design error or fuselage malfunction when billions of pounds of compensation and amendment costs would need to be incurred?

25. Corporations have no conscience - they are ruthless in their sole objective to make profits for their shareholders. Shareholder value is the 'value delivered to shareholders because of management's ability to grow earnings, dividends and share price. In other words, shareholder value is the sum of all strategic decisions that affect the firm's ability to efficiently increase the amount of free cash flow over time.\(^{40}\)

26. When the Boeing 727 commercial jet plane exploded on 5 March 1966 and killed everybody on board, that cause of crash has still not been established. Think of the costs to be incurred if all Boeing jets had to be recalled, scrapped, and airlines globally had to be compensated.

27. What is needed here is a vigorous and immediate global effort to ascertain the truth about this Boeing jet plane and its weaknesses and faults.

28. What is also need is a full overview of corporate governance policies of all airlines globally because every life is important and people pay good money to travel in airplanes, therefore people should learn the truth, warts and all, irrespective of

\(^{40}\)http://www.investopedia.com/terms/s/shareholder-value.asp, for definition.
financial cost. One wonders if a geographic profiler has been called in to use his investigative support techniques- visiting the flight path again in the hope of a missed geographic clue. One wonders if investigators have undergone any brain-storming sessions on possible investigative strategies.

29. The terrifying implication is that aircraft manufacturing corporations have known of failings for decades and have kept silent in order to save money and reputation, reminding us of the inadequate testing of the infamous Dalkon Contraceptive Shield which was not revealed until after many women died from septic shock after using the product, the manufacturer having cut corners with the research. 41

30. In this present age of high technology and huge advances in sciences, it is bewildering to learn that not much was known about the Indian Ocean before the crash of flight MH370, yet airplanes from highly advanced nations have been flying over this area for decades, illustrating commercial objectives and not objectives about passenger safety. The increasing accessibility of the Internet and improvements

41 See Ermann, M.D., and Lundman, R.J. (editors) (1996) Corporate and Governmental Deviance: Problems of Organizational Behaviour in Contemporary Society, Oxford: Oxford University Press (ISBN-13: 978-0195094879). A tort claim involving 400,000 cases was brought against Dalkon Shield and this mass claim represented a landmark in the history of defective product litigation. The story of the damage that Dalkon Shield did is a story of loss and suffering and bitterness and pain. It is a story of individual heartbreak and corporate defeat. The company’s promotion campaign was riddled with misleading information, but was tremendously effective advertising and within a few years, 2.2 million women had had the Dalkon Shield implanted, this device making them all highly susceptible to pelvic infection, even death. By the year 2002, the company had paid out over one billion US dollars in settlement of cases. The Alkon Shield case illustrates that the difference between science and law. See also, Gina Kolata, The sad legacy of Dalkon Shield, New York Times, 6 December 1987 at http://www.nytimes.com/1987/12/06/magazine/the-sad-legacy-of-the-dalkon-shield.html, accessed on 23 June 2014.
in manufacturing and transportation have led to the expansion of the global market. With increasing competition, innovation, and divisions of labor, more digital content is instantaneously distributed to the global market than ever before. Businesses now have extraordinary opportunities to market and distribute their goods and services all around the world. The expansion in worldwide trade led to growth in the number of criminals and organisations that seek to exploit and misappropriate the intellectual property of others for profit. These criminals have developed complex and diverse methods of crime. So we really are in the dark as to what happened to flight MH370.

The Internet however, may be our saviour as far as transparency and a demise of corporations who hide their misdeeds behind threats of litigation against whistle-blowers by using their protection of their trade secrets to hide information.\(^\text{42}\)

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\(^{42}\) Considering the following caselaw report: *EarthWeb, Inc. v Mark Schlack*, 99 Civ. 10035 (WHP), 1999 WL 980165 (S.D.N.Y., Oct. 27, 1999). Plaintiff EarthWeb, Inc. moved for a preliminary injunction enjoining a former vice president from either working for, or disclosing trade secrets to, a competitor. Such relief was mandated, claimed plaintiff, by a one-year restrictive covenant in the defendant's employment agreement. The court held that this restrictive covenant was unenforceable because, given the nature of the Internet today, it interfered with defendant's employment for an unreasonably long period of time. The court further held that defendant was unlikely to disclose the limited confidential information of which he was aware to his new employer. As a result, the court refused to issue the requested injunctive relief.
Source: Google.

**Further Reading**


Editor, ‘China and the missing airplane Boeing flight MH 370’, *BBC News China*, 16 March 2014.

Editor, 'Missing plane "not in ping zone”', *BBC News Asia*, 29 May 2014.

Editor, 'Malaysian Authorities release raw MH 370 satellite data', BBC News Asia, 27 May 2014.

Editor, ‘Missing Malaysia plane: Malaysia requests countries' help’, *BBC News Asia*, 16 March 2014.


