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Accident

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Status:

Date: 10 MAR 1989
Time: 12:09 CST
Type: [Fokker F-28 Fellowship 1000](#)
Operator: [Air Ontario](#)
Registration: C-FONF
C/n / msn: 11060
First flight: 1972
Total airframe hrs: 20852
Cycles: 23773
Crew: Fatalities: 3 / Occupants: 4
Passengers: Fatalities: 21 / Occupants: 65
Total: Fatalities: 24 / Occupants: 69
Airplane damage: Written off
Location: Dryden, ON ([Canada](#))
Phase: Initial climb
Nature: Domestic Scheduled Passenger
Departure airport: [Dryden Municipal Airport, ON \(YHD/CYHD\)](#), Canada
Destination airport: [Winnipeg International Airport, MB \(YWG/CYWG\)](#), Canada
Flightnumber: 1363

Narrative:

At 11:55 EST Flight 1363 departed Thunder Bay about one hour behind schedule. The aircraft landed at Dryden at 11:39 CST. The aircraft was being refuelled with one engine running, because of an unserviceable APU. Although a layer of 1/8-1/4 inch of snow had accumulated on the wings, no de-icing was done because de-icing with either engine running was prohibited by both Fokker and Air Ontario. Since no external power unit was available at Dryden, the engines couldn't be restarted in case of engine shutdown on the ground.

At 12:09 CST the aircraft started its take-off roll using the slush-covered runway 29. The Fokker settled back after the first rotation and lifted off for the second time at the 5700 feet point of the 6000 feet runway. No altitude was gained and the aircraft mushed in a nose-high attitude, striking trees. The aircraft crashed and came to rest in a wooded area, 3156 feet past the runway end and caught fire.

PROBABLE CAUSE: After a 20-month investigation, it was concluded that "Captain Morwood, as the pilot-in-command, must bear responsibility for the decision to land and take off in Dryden on the day in question. However, it is equally clear that the air transportation system failed him by allowing him to be placed in a situation where he did not have all the necessary tools that should have supported him in making the proper decision."

Sources:

Aviation Week & Space Technology 30.03.1992(30); Airnieuws 301(22); Beyond aviation human factors / Maurino [et al.] p. 57-85; ICAO Journal Sept. 1995 p. 14-17, 26 + ICAO Adrep Summary 3/89 (#18); Willem Wendt

Photos



TC-JAR flew for THY until 1987 and was sold to Canada by TAT in 1988.

This information is not presented as the Flight Safety Foundation or the Aviation Safety Network's opinion as to

the cause of the accident. It is preliminary and is based on the facts as they are known at this time.

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