



## SIMILARITIES OF AIR CRAFT CRASHED IN CYPRUS BETWEEN YEARS IN 1973-1988

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### Abstract

This article is about aircraft crashed happened in 1973 and 1988. In this article aircrafts crashed were examined in those years. The first aircraft crash in this article was happened in 1973 under poor visibility and the other was happened in 1988 under clear weather conditions.

### Introduction

This article describes the similarities of these two disasters.

#### Purpose

The purpose of this paper is to diagnose how these two aircrafts crashed and what was the reasons.

### Design/methodology/approach

This study will be approached by the following steps:

To analysis of data of disasters. To research a particular phases and stages of aircraft crashed and interview with accident witnesses.

#### Practical implications

The study will highlight the aircrafts disaster approach. It is also provides details of the accidents which were happened in Cyprus between years in 1973 and 1988.

#### Originality/value

This paper will be the first introduction of the aircraft crashed by highlighting dates mentioned above.

### Airports in Cyprus

#### Ercan international airport:

Tymbou is located 17 km (11 mi) to the east of Nicosia, off the old Nicosia - Famagusta Road. It lies in the Mesaoria plain. Ercan International Airport's previous name was RAF Tymbou (Royal Air Force) and was built by the British Army in World War II and it was developed in 1945. RAF Tymbou was constructed as an alternative airport to RAF Nicosia Airport. Due to events in Cyprus after 1975 airport name was changed to Ercan International Airport. Ercan International Airport is main international gateway on North Bound of Cyprus. Ercan International Airport Coordinates: 35 09 35 N- 33 30 00 E IATA: ECN, ICAO : LCEN. Runways are 11-29, 16-34 (CTATCA, Ercan Airport, 2015)



*Photo1: Ercan Airport, 2014*



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### Larnaca international airport:

**Larnaca Airport**, is an international airport located 4 km (2.5 mi) southwest of Larnaca, Cyprus. Larnaca International Airport is main international gateway on the South Bound of Cyprus. Larnaca International Airport Coordinates: 35 52 44 N – 033 37 49 E, was built in 1930. IATA:LCA- ICAO:LCLK. Runway is 04-22.



*Photo2: Larnaca Airport, 2015*

### Gecitkale international airport:

Geçitkale Airport was built in 1986 for alternative airport to Ercan International Airport.

**Geçitkale Airport**, during the renovation of the Ercan International Airport between September 2002 and May 2004, it served as Northern Cyprus' primary civilian airport.

Coordinates of Geçitkale Airport: 35 14 00 N- 033 43 58 E and IATA: GEC, IATA: LCGK, Rwy is 09-27. Now is closed.



*Photo3: Geçitkale Airport, 2006*



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### **Nicosia international airport:**

Nicosia Airport is a largely disused airport located 8.2 km (5.1 miles) west of the Cyprus Capital City of Nicosia in the Lakatamia district.

Nicosia before 1974 it was principal Airport in Cyprus and was built in 1930s. This Airport was a base of Royal air Force in 1930s. Airport facilities were served until mid-1974.

Airport Coordinates : 35 09 00 N, 33 16 38 E . Runways are 14-32 and 09-27. Now it is closed now under UN auspices. IATA: NIC , ICAO: LCNC



*Photo4: Nicosia International Airport, 1970s*

All this valuable informations and more details are written in History of Cyprus Turkish Aviation and Realities Book. (Author of the book is İzzet Derkan)

### **Incidents and accidents, 1973-1988**

**ILYUSHIN 18D, Egypt Air, SU-AOV, Kyrenia Mountain range near the village of Karavas.**

Monday 29 January, 1973

**Crash zone, Karava's Mountain's**



*Photo4:Left to Right: Alexander Eremichev,Selim Türker Bittaci, İzzet Derkan*

### **Witnesses of Aircraft Crashed, 1973. Flight Number MSR741**

There was no radar and plane was coming with visually to destination Nicosia International Airport.



## Interview with Selim Türker Bittacı

The first crash happened in 1973 the weather was poor. In 1973, Mr. Türker Bittacı was living in Ağırdağ Village on South part of Karava's Mountains. He was 15 years old and he was playing out of his house. Those years Turkish Cypriots have lived in this village and it was the foot of the mountain. Mr. Bittacı said that it was poor visibility and he heard a terrible sound which was coming from among the clouds. Terrible voice of the plane was coming from Nicosia Airport on south. Mr. Bittacı said that he saw the wing of the plane for it's first passed. Ilyusin crossed over the Karava's Mountains to the south for landing. After that Ilyushin18 was coming from the south again with low altitude . Mr. Bittacı said that disaster was the second trial and when aircraft was turning over the Karava's Mountains plane fuselage crashed over the Karava's Mountains while on downwind on a nighttime approach to Nicosia Airport runway 14. Fatalities are 37 passengers. (Aviation Safety Network, Talia, 2016)

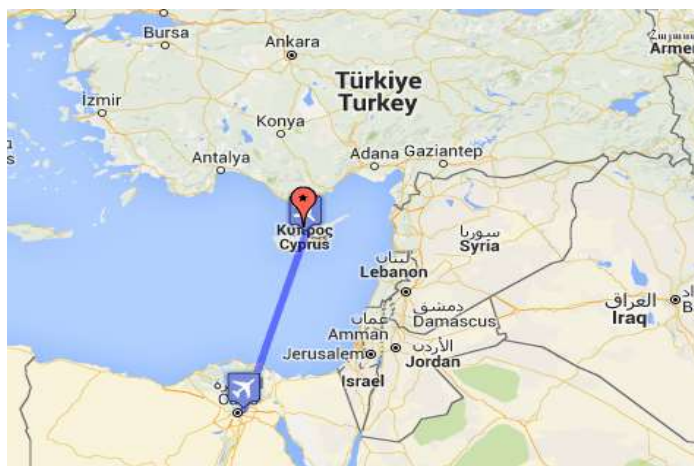


Photo5: Egypt Air 741 Plane Crash Map, 1973

## Witnesses of Aircraft Crashed, 1988. Time:10:25, Boeing727-2H9

### Talia Airways, TC-AKD

There was no radar and the plane was coming for VOR/Approach to destination Ercan Airport. Instruction was given by Air Airaffic Controller for VOR/Approach at 6000 feet however the pilot did not comply and the plane descended to 2000 feet altitude without safety.

### Inerview with Enver Mertsoylu

Mr. Enver Mertsoylu was living in Çatalköy village and he he was repairing his car. He heard a terrible sound where it was coming from the North of Çatalköy Village. Mr. Enver Mertsoylu said that it was a clear weather on disasester day. It was morning however he stressed that there were small clouds on the top of mountains.

Plane was coming with a low altitude with a terrible voice and he felt that something was going wrong. After a while he saw that the plane hit the mountain through of clouds. Plane was ferry flight and the plane was coming for pick up it's passengers.

Fatalities were 6 passengers in this disaster.



Photo6: Talia Airways Plane Crash, 1988



**Author view of aircraft crashed**

**“Similarities of Air Craft crashed in Cyprus between years in 1973-1988”**

**IN 1973, AIRCRAFT CRASHED OVER KARAVA'S MOUNTAIN'S.**  
ILYUSHIN 18D, Egypt Air 741, SU-AOV, Kyrenia Mountain range near the village of Karava's. Egypt- Nicosia Airport

**Causes of accident are mentioned below:**

- Destination was used first time
- Poor visibility
- Lack of knowledge about destination
- Traffic pattern was used for landing second time due to Low visibility
- No Radar in used

**IN 1988 , AIRCRAFT CRASHED OVER BUFAMENTO'S MOUNTAIN'S**  
27 February, 1988, Boeing 727-2H9, Talia Airways, Near the Kyrenia Arap Village  
Istanbul - Ercan Airport

**Causes of accident are mentioned below:**

- Destination was used first time
  - Amount of clouds over Bufamento Mountains
  - Lack of knowledge about destination
  - No Radar in used
  - Air Traffic Rules were broken by Pilot
- Both of two accidents were occurred north of island on approach part.  
Caused by Human Errors.

**Conclusion**

On the North part and on the South West of Island are mountainous. On North part of the island the highest point is Mount Selvili, 1023 meters (3,357 feet) and on the South-West of island the highest point is Mount Olympus 1,952 meters (6,404 feet). This shows us that Airports of Cyprus approach patterns are difficult and pilots should take very good briefing of their destinations. Due to strategic locations of Cyprus, Airports have been a major function in the Aviation History of Cyprus since 1930s. Mostly of Cyprus Airports are a key of the Middle East for years.