References and Additional Notes - The Fokker Enigma

For ease of reference, I have attached several relevant accident reports. I have also added a quick few words regarding each chapter at the header of each. I've written these notes in retrospect now the video is complete and the night before release! I am so checking out for Christmas…

Bek Air 2100:
https://www.gov.kz/uploads/2022/4/29/62c1f275b6c99d882b56b7322d737fde_original.1909287.pdf ← Document is in Russian.

The Bek Air 2100 CVR can be found here: https://www.youtube.com/watch?v=J_GHjfz6tzI&t=4s ← Translations used was a mix from two other videos 1) https://www.youtube.com/watch?v=fVJipbH2Wu8 2) https://www.youtube.com/watch?v=cJrfQouGA0o&t=3s

1969 LTU Hanover Incident - Captain Krauss' Report:
https://gyazo.com/e7c276a717d9476f0bf5bb5efaca54f1 <-- Sourced from this webpage: https://www.hdekker.info/Nieuwe%20map/1969.htm#PH-ZAA

Air Ontario Flight 1363: https://asn.flightsafety.org/reports/1989/19890310_F28_C-FONF.pdf

USAir Flight 405: http://fss.aero/accident-reports/dvdfiles/US/1992-03-22-US.pdf

Palair Macedonian Flight 301:
https://asn.flightsafety.org/reports/1993/19930305_F100_PH-KXL.pdf

Air France Regional Flight 7775:
https://asn.flightsafety.org/reports/2007/20070125_F100_F-GMPG.pdf ← Document is in French

During my research I stumbled across this amazing site that has countless Aircraft Documents. So, I have also linked here the list of Fokker 100 Docs if you are curious:
https://www.smartcockpit.com/my-aircraft/fokker-100/

Part One - Bek Air Prologue

I remember chatting with my friend Kyra (Admiral Cloudberg) a few months ago about the potential structure of this video. So we open with the most recent Fokker ice incident, Bek Air 2100. She seemed to like that idea. I hope no one minds me structuring the video in this way.

[1] Previous flight - Bek Air Report Section pg10

[2] Accident Aircraft history - Well known, you can find this on the accident's wiki page but also in the Bek Air Report Section 1.6 pg28

[3] Leased Nature of Accident Plane - Also Bek Air Report pg28 - Below Table

[4] Flight Crew Information – Bek Air Report pg24

[5] Almaty Meteorological Conditions: Bek Air Report pg30

[6] Fokker Manual Icing Definition - Bek Air Report pg 11-12

[7] Captain on the Tail being deiced - Bek Air Report pg12

[8] Deicing order found in the Bek Air Report pg13

[9] Photograph found on page 65 of the report

[10] Times in the accident report are noted in UTC - I have converted them to local time for this video.

[11] Learn more about bleed air and its uses here: https://en.wikipedia.org/wiki/Bleed_air

[12] On Ground Wing Leading Edge Heating System - Bek Air Report pg13

[14] Wing Anti-ice was not activated – Bek Air Report pg 68

[15] Flapless Take-off and justification – Under the History of flight section in the Bek Air Report

[16] Cockpit Voice Recording on YouTube: https://www.youtube.com/watch?v=cJrfQouGA0o

Part Two - Long Ago in Hanover

When I discovered that this incident happened back in 2021, this was what got me interested in making this video. Part of the whole script by the way, was drafted up back then. The Hanover incident was actually originally going to be the opener to this video but the cutting right at the climax of the Bek Air incident was too good of an opportunity to pass up.

[17] Brief overview of the 1969 Hanover case: https://asn.flightsafety.org/asndb/331590

[18] PH-ZAA – Prototype Fokker 28: https://en.wikipedia.org/wiki/LTU_International#Fleet ß Under Fleet History Section

[19] See the report attached to this page for most of the further details into the Hanover case: https://www.hdekker.info/Nieuwe%20map/1969.htm#PH-ZAA

[20] EASA Mandates overhaul of Fokker ice protection: https://www.flightglobal.com/easa-acts-on-fokker-jet-wing-icing/84773.article

[21] FAA Action: https://www.washingtonpost.com/archive/politics/1992/09/21/faas-new-rule-on-aircraft-icing-flies-into-heavy-flak-from-fokker/40216f19-bc98-48b3-9f97-6c9da14eacf0/

[22] Going to hand you over to the Mayday Episode “Cold Case” for this one. The show conveniently guests’ Canadian investigators who highlight the resemblance between the two cases.

[23] Turkish Airlines Flight 301 from ICAO Circular: https://web.archive.org/web/20181227230656/http://mid.gov.kz/images/stories/contents/132_en.pdf

[24] Incidents referenced in the Palair Report in Appendix 6

[25] The deadliest Fokker related plane crash generally was actually that of TAM Flight 402 which you read a bit more about here: https://en.wikipedia.org/wiki/TAM_Transportes_A%C3%A9reos_Regionais_Flight_402

[26] Incidents referenced in the Air France Report on pg51

Part Three - Meet The Fokkers

[27] Brief Fokker History, it’s not really all that relevant to the video though: https://www.flightglobal.com/a-brief-history-of-fokker/9972.article

[28] No notable icing related incidents involving the F27 or F50: https://en.wikipedia.org/wiki/Fokker_F27_Friendship#Accidents_and_incidents - https://en.wikipedia.org/wiki/Fokker_50#Accidents_with_fatalities

[29] Fokker 50 Development: https://www.key.aero/article/fokker-50-building-success

[30] Well I made a whole video about Boeing re-adapting the 737: https://www.youtube.com/watch?v=lDGObEGgOXE&t=4042s

[31] Again I actually explain this in the 737 Max video referenced in Reference 30 – Timestamp 18:46

[32] This number can be obtained through a quick google search but I did find a full list of all operators that have ever flown the F28: http://www.fokker-aircraft.info/f28previous-fleet.htm

Part Four - Lets Get Deiced!

This was the segment that I feel had the most re-work done to it, from scripting and even right up to reshoots, retakes and re-records which last up til the day before release! It was so important that I get this as right as I can possibly make it. At times like these I wish I had a team to bounce ideas off of. Of course this chapter of the video contains the deicing scene… This was a silly idea that flourished among myself and my girlfriend and the more I thought about the levity it could bring to the video and how it worked with the theme of deicing fluid, the more I leaned into doing it.

[33] The Four Forces of Flight: https://www.nasa.gov/wp-content/uploads/2020/04/four_forces_of_flight.pdf?emrc=b5eecf

[34] I was pulling from my general aviation knowledge with this one tbh… I got nothing

[35] One of the pilots here on YouTube that I think is really good is “Fly with Magnar” who I have had some correspondence with I the past. He’s got a great quick video here worth a watch: https://www.youtube.com/watch?v=uyRx25MSWng

[36] Coanda Effect: https://www.youtube.com/watch?v=6Q8HssqWDDE

[37] The pressure differential thing is what I was originally taught in flying school. I have heard from so many since that this is actually incorrect, kind annoying but you can find the view of this here: https://www.grc.nasa.gov/www/k-12/UEET/StudentSite/dynamicsofflight.html

[38] More about the Coanda Effect: https://en.wikipedia.org/wiki/Coand%C4%83_effect

[39] The Lift Equation can be written in a number of different ways. This is just the way I was taught it. You can see the equation again though here: https://www.grc.nasa.gov/www/k-12/VirtualAero/BottleRocket/airplane/lifteq.html

[40] Lift Coefficient: https://www.flight-training-made-simple.com/post/the-lift-formula <-- This page has a good quick breakdown of the variables and which ones the pilot can control.

[41] I actually said the same thing another time I did the whole Lift Equation breakdown back in the Air France 447 video. Viscosity is a whole other separate study. If you want to learn more, I have linked something here that I did look at while researching this part: https://www.engineersedge.com/physics/viscosity_of_air_dynamic_and_kinematic_14483.htm

[42] Altitude Air Density Differences: https://iflycoast.com/understanding-air-density-and-its-effects/

[43] How does ice form on an aircraft: https://skybrary.aero/articles/ice-formation-aircraft

[44] Ice causes airflow separation (This part of the video contains plagiarism protection): https://www.boldmethod.com/learn-to-fly/aerodynamics/how-aircraft-icing-affects-your-wing-and-leads-to-an-early-stall/ ← In that link you’ll find a great graph to help illustrate the point I’m making here

[45] So here I have a few different sources I used to understand the deeper complexities of a stall such as, what happens when the tips stall first: https://eaglepubs.erau.edu/introductiontoaerospaceflightvehicles/chapter/maximum-lift-stalling-spinning/

[46] https://freeflight.org/Library/TechLibrary/WingtipStall.pdf

[47] USAir Report pg50

[48] Asymmetric Stall Situations: This is something that is actually explained rather nicely in the Bek Air 2100 Report – Bek Air Report pg75 ß It is said (Translated from Russian) “the rapidly alternating roll is typical for takeoff with a "dirty" wing. Asymmetric flow stall on the left and right wing at an angle of attack of approximately 10° led to such roll development.” – Then on Page 77 “"Contamination" of the wing with deposits of ice, frost, snow, etc., leads to distortion of the flow around it, especially with an increase in the angle of attack, with subsequent sharp development of stall phenomena on the wing. Usually, the flow separation from the wing occurs asymmetrically, thereby causing an intense banking of the aircraft.”

[49] Different types of deicing fluid: https://aircrafticing.grc.nasa.gov/2_3_3_1.html

[50] Let’s get Anti-iced! https://www.youtube.com/watch?v=8lw9gaH5EXI&t=53s

[51] Just for reference and more info… No, I did not get plastered in actual de-icing fluid. Please don’t try that! I used Natrosol hydroxyethylcellulose – See the Safety Data Sheet from my supplier: https://cdn.shopify.com/s/files/1/0133/6600/1723/files/Data_Sheet_-_Natrosol_HR.pdf?v=1618498308

[52] Deicing Pads: https://airportceo.fandom.com/wiki/De-Icing <-- Look, I am just pulling from my general aviation knowledge, I promise you I didn’t need to go to a Fandom page to find this info. This is just hear if you want to begin reading up on Deicing Pads.

[53] The Air Ontario Report does talk about the need for new facilities at airports that mean planes can be deiced closer to the runway. - Air Ontario Report pg

[54] Learn more about aircraft anti-ice systems: https://aircrafticing.grc.nasa.gov/1_1_3_6.html

[55] Bleed Air Anti-Ice: https://www.dtn.com/how-does-the-anti-icing-system-work-in-aircraft/

[56] Air Ontario Report pg656 – The excerpt from the Air Ontario Fokker 28 Manual will be referenced again later as it is indicative of the state of affairs flight 1363 was in. Right now I would like to draw attention to the NOTE that says that Airframe Anti-icing should not be used to deice the aircraft.

[57] OGWLEHS Mentioned in Australian Air Worthiness Directive: https://services.casa.gov.au/airworth/airwd/ADfiles/over/f100/F100-093.pdf#:~:text=The%20system%20will%20certainly%20aid%20in%20keeping.procedures%20to%20prevent%20take%2Doff%20with%20contaminated%20wings

[58] Deicing Boots: https://www.iceshield.com/Products/Wing

[59] To make this claim I referred to the accidents section of the respective Wikipedia pages for the DC-9: https://en.wikipedia.org/wiki/McDonnell_Douglas_DC-9 and the Boeing 737: https://en.wikipedia.org/wiki/Boeing_737 <-- Basically doing a bit of a compare to reach the

conclusion that yes… The Fokker 28 and 100 disproportionally have icing incidents attached to them.

[60] https://www.modernairliners.com/fokker-f28-fellowship

[61] A couple of accidents related to misconfiguration of flaps – Northwest 225: https://en.wikipedia.org/wiki/Northwest_Airlines_Flight_255 - Spanair 5022: https://en.wikipedia.org/wiki/Spanair_Flight_5022

[62] Lack of Leading-Edge study in Air Ontario Report pg351

[63] It's here we touch upon the "Wing Shape" - Mayday Episode "Cold Case" barely touches on this saying "because of the shape of the wings" …whatever… something about ice building more - You should really go check the Fokker study that is conveniently attached to the Air Ontario Report – Appendix 4

[64] Swept Wings: https://www.boldmethod.com/learn-to-fly/aerodynamics/wing-sweep/

[65] "Effect of Ice Accretion on Full-Scale, Swept-Wing, Aerodynamic Performance and Control Effects" – Paper published by the Federal Aviation Administration

[65] https://aircrafticing.grc.nasa.gov/1_1_3_4.html

[66] Fokker 28 Wing Sweep: https://www.aircraftinvestigation.info/airplanes/FokkerF28Mk.1000pre.html

[67] Contemporary Model Comparison - DC-9 Design Wing Sweep: https://arc.aiaa.org/doi/abs/10.2514/3.43770?journalCode=ja One Eleven Wing Sweep: https://www.aircraftinvestigation.info/airplanes/BAC1-11srs.200pre3.html

[68] Obligatory reference to Admiral Cloudberg because she is so fucking good at this whole air disaster analysis thing (unlike me who is just a pleb). Let me borrow from her Palair article here: https://admiralcloudberg.medium.com/invisible-peril-the-crash-of-palair-macedonian-airlines-flight-301-b480e92ef88d

[69] Fokker Studies – Air Ontario Report pg306 - Testing at Fokker took place following the incident at Hanover in 1969 – Mentioned in Air Ontario Report pg315 -

[70] Fokker Simulations Description – USAir Report pg60

[71] Quote from Fokker Aerodynamics Report (1969) – Investigation done after the Hanover incident – Air Ontario Report Appendix 2

[72] Conclusion of Fokker Aerodynamics Report – Air Ontario Report Appendix 2

Part Five - Air Ontario 1363

This was probably the most “high-profile” incident of this nature in the Fokker icing story. I wanted to make sure I hit on all the main points. I think with the benefit of hindsight now, as I write this the night before release, I would probably have structured it differently. Maybe bring the Cold Soaking aspect forward to an earlier point in the segment.

[73] In depth discussion on the fleet history of Air Ontario’s fleet: https://www.henrytenby.com/air-ontario-aircraft-fleet-history/

[74] Fokker 28 Range Specifications: https://en.wikipedia.org/wiki/Fokker_F28_Fellowship#Specifications

[75] Fuel Situation of Flight 1363 – https://publications.gc.ca/collections/collection_2014/bcp-pco/CP32-55-1-1992-1-eng.pdf pg15-16

[76] Broken APU – Air Ontario Report pg17

[77] What does the APU do: https://skybrary.aero/articles/auxiliary-power-unit-apu

[78] Ground supplies not available in Thunder Bay and Dryden:

[79] Airline Internal Dispute – Air Ontario Report pg405

[80] Flight Crew Information – Air Ontario Report pg7

[81] Flight Attendants – Air Ontario Report pg8

[82] Sonia Hartwick in Seat 8D – Air Ontario Report pg234

[83] Sonia Hartwick’s testimony on the weather – Air Ontario Report pg75

[84] Infant on board – Air Ontario Report pg21

[85] Prisoner on board – Air Ontario Report pg277

[86] Thunder Bay Shenanigans – Air Ontario Report pg20

[87] Hot Refuel – Air Ontario Report pg52

[88] Telephone call from Captain to Air Ontario in the Terminal – Air Ontario Report from pg62

[89] Captain Morwood was perceived positively among other crew member – Mayday (Air Crash Investigation) Episode “Cold Case”

[90] Justice Virgil Moshansky’s take on the Captain’s perceived mistake – Air Ontario Report pg1131

[91] Dryden Airport did have deicing services – Air Ontario Report pg25

[92] Air Ontario Manual Except – Conveniently attached to the Air Ontario Report on pg656

[93] Trace amounts of deicing fluid can be ingested: https://eu.usatoday.com/story/travel/columnist/cox/2015/01/11/airline-deicing-procedures/21505611/ - You can also see a forum discussion regarding this here: https://aviation.stackexchange.com/questions/16130/what-were-to-happen-if-deicing-fluid-went-in-to-the-jet-engine

[94] The possibility of deicing fumes being transported into the cabin was a danger considered in the Air Ontario Report, see the same attachment reference in reference 91.

[95] Cold Soaking – Air Ontario Report pg376

[96] Justice Virgil Moshansky's take on the Captain's lack of knowledge of Cold-Soaking – Air Ontario Report pg

[97] Role of the Cessna Aircraft – Air Ontario Report pg77

[98] Sonia Hartwick describes this moment well in the Mayday Episode "Cold Case"

[99] Accident Sequence - Air Ontario Report pg79

[100] Air Ontario Recommendations: https://www.nytimes.com/1992/03/27/nyregion/canadian-judge-calls-air-crash-avoidable.html?pagewanted=all

Part Six - USAir 405

I really found the taxi phase part of this accident to be interesting. The different point of views from other planes and how the pilots checked the wing for ice from the cockpit. It definitely feels that, that phase of the event became a major focus in my video.

[101] Delayed Schedule – USAir Report pg

[102] First Deicing – USAir Report pg

[103] Flight Crew Information – USAir Report pg7

[104] Captain Majure: https://www.nytimes.com/1992/03/29/nyregion/the-ordinary-turned-to-instant-horror-for-all-aboard-usair-s-flight-405.html?pagewanted=3

[105] No Walkaround? – USAir Report pg53

[106] Second Deicing – USAir Report pg

[107] Northwest Pilot Observation – USAir Report pg3

[108] Trump Shuttle Pilot Observation – USAir Report pg4

[109] Black Strip: https://flightsafety.org/ap/ap_apr93.pdf <-- pg4

[110] Use of Inspection light to shine onto leading edge – USAir Report pg110

[111] Pilots believed they could determine contamination from the cockpit – USAir Report pg 58

[112] This is a point that Kyra (Admiral Cloudberg) brings up in her article You can read it here:

[113] Take-off Speeds – USAir Report pg

[114] This is a good time to cite the Mayday Episode “Cold Case” – Justice Virgil Moshansky is in the feature and talks about how his recommendations did not make it to the FAA

[115] Air Ontario Report pg315

[116] La Guardia’s Belief of Runway Degradation from Type II usage – USAir Report pgs 16, 17, 65

[117] There is this great two part video series by YouTube channel Ruairidh MacVeigh – He gets into detail about the background of Fokker – Part One: https://www.youtube.com/watch?v=UTpbH1LTm0k – Part Two: https://www.youtube.com/watch?v=7EMGqrq4zBs

[118] Fokker 100 specifications – Useful chart here: https://www.modernairliners.com/fokker-100

Part Seven - Palair 301

So, I made a video on Palair 301 back in 2021. Of course that was a long time ago and my standards are much higher. Admittedly as a placeholder as I was writing the script, I dropped the original 2021 script into the document and completely reworked it! It was almost a full remastering. I don’t think a single sentence from the original script was left when I was done.

[119] My old Palair Video: https://www.youtube.com/watch?v=lK9mH3WNVro&t=193s

[120] Palair Fleet Breakdown: http://rzjets.net/operators/?show=2951

[121] Aircraft Refueled in Frankfurt because it was cheaper – Palair Report Appendix 5

[122] Duty Times – Palair Report pg11

[123] Cold Soaking played a very interesting role in how the event unfolded. I’m going to point to Kyra Dempsey’s (Admiral Cloudberg) work on Palair 301 as she gives a very swift and clear summary of the status of Cold Soaking and how it relates to this accident: https://admiralcloudberg.medium.com/invisible-peril-the-crash-of-palair-macedonian-airlines-flight-301-b480e92ef88d

[124] Skopje Meteorological conditions – Palair Report pg16

[125] Flight crew Information – Palair Report pg9

[126] FSE Details – Palair Report pg1

[127] Technical Write-ups on accident aircraft – Palair Report pg13

[128] The Walkaround by the FSE – Palair Report pg6

[129] Fuel temperature gradient – Palair Report pg43

[130] FSE Observation and conclusion – Palair Report pg44

[131] Cold and Warm fuel mixing – Palair Report pg25

[132] No conversation about ice on flight deck – Palair Report Section 2.5.2 “Flight Crew Actions from pg46

[133] Accident Sequence – Palair Report pgs7&8

[134] The autopilot situation – Palair Report pg38

[135] FSE Input – Palair Report pg38

[136] The published Dutch report contains a preamble introductory section about this

[137] Dutch Investigation Conclusion – Palair Report pg55

[138] Introduction of OGWLEHS – This is actually mentioned in the Australian Air Worthiness directive, it also directly ties it to the Palair Crash: https://services.casa.gov.au/airworth/airwd/ADfiles/over/f100/F100-093.pdf#:~:text=The%20system%20will%20certainly%20aid%20in%20keeping,procedures%20to%20prevent%20take%2Doff%20with%20contaminated%20wings

[139] TAM Flight 402: https://en.wikipedia.org/wiki/TAM_Transportes_A%C3%A9reos_Regionais_Flight_402

[140] KLM Fokker 70 Incident: https://leonardo-in-flight.nl/PDF/Final%20report%200I-2-04%20PH-KZH.pdf

Part Eight - Air France 7775

This chapter, though short, was kinda tough to power through with. I’ll be the first to admit that out of all the accidents I looked at for this video, this was probably the one I knew and still know the least about. I was battling a lot of fatigue when it came to producing this part. I guess part of that might be a language thing as the report is in French and I couldn’t find an English verision. I

remember that I struggled with the editing during this part. I think that was one of the toughest editing days.

[141] Austrian Airlines Flight 111: https://web.archive.org/web/20120613233111/http://www.bfu-web.de/cln_030/nn_226462/EN/Publications/Investigation_20Report/2004/Report__04__AX001-0__MUC__Fokker%2CtemplateId%3Draw%2Cproperty%3DpublicationFile.pdf/Report_04_AX001-0_MUC_Fokker.pdf

[142] Accident Fokker info – Air France Report pg15

[143] Meteorological info at Pau – Air France Report pg23

[144] Flight Crew Info – Air France Report pgs13-14

[145] Plane was not deiced – Air France Report pg67 Section 2.4

[146] Birbs! - Air France Report pg65

[147] Accident Sequence – Air France Report pg11

[148] Flight Data Recording – Air France Report pgs93-98

[149] The Ground Fatality: https://www.flightglobal.com/regional-pilot-struggled-to-keep-control-of-fokker-100-at-take-off/73183.article

[150] Investigation's Conclusions – Air France Report pgs73-75

[151] English Summary of the French Report: https://avherald.com/h?article=4129a2e2 ß Talks about the other non-deiced planes that left Pau that day

[152] EASA Air Worthiness Directive on the OGWLEHS: https://www.easa.europa.eu/sites/default/files/dfu/safety-and-research-docs-safety-recommendations-review-2009-2009---Annual-Safety-Recommendations-Review.pdf pg31

Part Nine - Bek Air 2100

Picking up from the prologue of the video, I do like how I sandwiched the video in this way. It was a bit tricky to translate the report which is in Russian. I remember when I was in Copenhagen in October, staying with my girlfriend, I was sitting there translating this report in a board game cafe. In fact the prologue of the video I also wrote on the same trip, in a Max Burger of all places!

[153] The Asymmetrical Stall Situation – Bek Report pg75

[154] Translations from the Cockpit Voice Recording

[155] Engine Performance was reduced due to over-rotation – We can actually see this in the flight data animation that was released see reference 156

[156] Interstate Aviation Committee Flight Data Animation: https://www.youtube.com/watch?v=J_GHjfz6tzI

[157] The Uncensored Surveillance Footage: https://www.youtube.com/watch?v=cJrfQouGA0o

[158] The Report discusses the On Ground Wing Leading Edge Heating System (OGWLEHS) pretty extensively. See the conclusions on pg79 of the Bek Air Report

[159] Investigators conclusion on the state of Deicing in Kazakhstan – Bek Air Report pg80

Part Ten - What Became of the Fokkers

The original 2021 concept of this video had this segment of the video being much longer. In fact, this was where all of the lift and ice explaining was going to go. But I think it works much better earlier in the video so you have that knowledge primed as we go into the case study incidents. I wish now in retrospect, now that the video is complete, I wish I had briefly explained some of the primary reasons as to why so many of these planes wound up in Australia. There is history there with mining and stuff that would be really interesting.

[160] Air Florida Flight 90: https://en.wikipedia.org/wiki/Air_Florida_Flight_90

[161] Continental Airlines Flight 1713: https://en.wikipedia.org/wiki/Continental_Airlines_Flight_1713

[162] KLM Fokkers: https://news.klm.com/klm-bids-fond-farewell-to-fokker-70/

[163] Fokkers in Australia - Qantas: https://www.qantas.com/au/en/about-us/our-company/fleet/qantaslink-f100.html Virgin: https://australianaviation.com.au/2024/03/virgin-to-replace-remaining-fokker-100s-with-next-gen-planes/ Alliance Airlines: https://australianaviation.com.au/2024/03/virgin-to-replace-remaining-fokker-100s-with-next-gen-planes/

References I forgot about and have to number them at the end…

Naturally, me being me, because I had so much I wanted to make note of, this resulted in some references either being forgotten about or I had mistakenly not ordered correctly, so here they are at the end!

[164] LTU Walkaround of aircraft – Air Ontario Report pg315

[165] Fokker claims 10 degrees of pitch for take-off: https://www.smartcockpit.com/my-aircraft/fokker-100/ ß See the Aircraft Guide pg9

[166] Fokker Wind Tunnel Testing “F28 Wings are sensitive to small amounts of contamination”: https://flightsafety.org/ap/ap_apr93.pdf pg3

[167] Effects of ice on Fokker wing according to Fokker – Fokker operations manual. This is conveniently attached to the Air France Report pg116

[168] Toxicity of deicing fluid: https://nationalenvironmentalpro.com/hazards-deicing-chemicals/