

Accident and Incident Reports
are provided courtesy of



Type: Robin R2160 TZF
Location: Tauranga
Operation: Training solo **Injuries:** Nil
Date: 8 July 2008 **POB:** 1
Report: During taxi, the pilot misjudged the distance between wingtip and fuel bowser. The nav light housing struck the fuel pump causing minor damage.

Type: Robinson R44 IXL
Location: Pongaroa
Operation: Agricultural **Injuries:** Nil
Date: 10 August 2008 **POB:** 1
Report: The helicopter lost control on takeoff and contacted power lines. Aircraft written off.

Type: Piper PA-38-112 FVY
Location: Palmerston North
Operation: Training Dual **Injuries:** Nil
Date: 25 June 2008 **POB:** 2
Report: The Instructor was taxiing from grass to seal and misjudged the softness of ground after heavy rainfall. The nosewheel dug in and the prop struck seal.

Type: Auster Mk5 ARR
Location: Hororata
Operation: Private Other **Injuries:** Nil
Date: 20 May 2008 **POB:** 2
Report: PIC reported unable to stop aircraft on landing roll. Attempted ground loop at end of landing roll resulting in right tail plane striking a fence post. Effective braking was not achieved.

Type: Bell 206B HWI
Location: Leaning Rock
Date: 1 August 2008 **POB:** 3
Injuries: Nil
Report: After landing in snow, flat light and wind were encountered, which caused the machine to roll onto its right side.

Type: Bantam B22J RLA
Location: Ruahine Corner
Operation: Private other **Injuries:** Minor
Date: 14 July 2008 **POB:** 1
Report: The aircraft suffered engine failure on takeoff, turned 180 degrees and made a hard landing. Substantial damage to aircraft.

Type: Hughes 369D HOT
Location: Bells Creek
Operation: Private Other **Injuries:** Nil
Date: 5 July 2008 **POB:** 3
Report: The helicopter was hit by a wind gust at 4000', suffered a rapid descent rate and hit the ground. The aircraft was destroyed.

Type: Robinson R44 Raven II HKD
Location: Mititai
Date: 10 August 2008 **POB:** 1
Injuries: Nil
Report: The helicopter hit 11000 volt power lines at Mititai south-east of Dargaville. Minimal damage to aircraft.

Type: Piper PA-34-200 ROC
Location: Paraparaumu
Operation: Training Dual **Injuries:** Nil
Date: 21 August 2008 **POB:** 2
Report: The left main undercarriage slowly retracted as the aircraft slowed down after landing. It then scribed a 100m left arc and came to rest about 12 meters off the runway. The propeller, wing and flaps all suffered various degrees of damage.

Please note: Accidents and Incidents reported above are sourced from the CAA website and are provided for information only. Accuracy is not guaranteed. Refer CAA website for updates or full briefs.

Are you insuring at correct value?

Bill Beard from Avsure offers the following advice when considering what value to place on your aviation assets for insurance purposes.

AIRCRAFT OWNERS should be aware that there are disadvantages in both understating and overstating aircraft values. Generally, aviation policies are written on the basis of "agreed values" but you should check your policy on this point. In the case of an "agreed value" policy the amount of hull coverage you purchase is agreed and accepted by the underwriters at the time of taking out the insurance and that is the amount you will receive (less the deductible) in the case of a total loss.

Be alert that under an aircraft policy, the insurance company at their option may pay for, (possibly replace) or repair accident damage. If you are light on value, the insurers have the option to pay out the total sum insured, less the deductible, and take possession of the aircraft (wreckage) which they can then put up for tender and sell off. As opposed to this, if you over-insure and you have a major accident, the insurers may decide to enter into a long, expensive rebuild and you could lose the use of your aircraft (and the income!) for months. The best idea is to insure your aircraft for its true market value so that in the case of a total or constructive total loss, the sum insured will adequately enable you to replace the aircraft with a similar model in like condition.

The economic slowdown has seen the NZ dollar fall from US\$0.75 to below US\$0.70 in just a few weeks and it could be heading for the mid US\$0.60's. This is playing havoc with the acquisition cost of imported aircraft which in turn reflects on NZ aircraft values. Operators of high valued aircraft and helicopters may wish to consider insuring in US dollars. The downside is that the premium must be paid in US dollars and that US dollar premium financing is not available.

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