



AVIATION SAFETY SUMMARY
JANUARY - MARCH 2018

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INTRODUCTORY COMMENT

Welcome to the first Aviation Safety Summary Report for 2018. The report covers the period 1 January to 31 March 2018.

This year we have made some changes to the format of the report, to ensure it continues to meet its intended purpose. The purpose of this report simple; to summarise the safety performance of New Zealand’s aviation system at quarterly intervals. The primary reason for doing that is to enable organisations and individuals to better understand the risks associated with their operation, which can be inferred from reports by similar operators. Being aware of potential risks is the first step to minimising those risks.

So with that in mind, we have reorganised this report to present the events sector by sector. Within each sector the accidents are listed first and then serious incidents. To put the accidents in context, there are graphs showing the recent accident rate in the sector.

Note the event narratives are taken directly from the information supplied. They are not necessarily the findings of a detailed investigation and they may differ from the final accident report.

Accidents by Safety Target Group

Quarterly Comparison

Safety Target Group	1 Jan to 31 Mar 2018	1 Jan to 31 Mar 2017	Average Of Same Quarter In Previous 3 Years
Airline Operations - Large Aeroplanes	0	0	1.0
Airline Operations - Medium Aeroplanes	0	0	0.3
Airline Operations - Small Aeroplanes	1	0	0.0
Airline Operations - Helicopters	0	1	1.3
Sport Transport	3	7	3.7
Other Commercial Operations - Aeroplanes	3	1	2.3
Other Commercial Operations - Helicopters	3	4	1.3
Other Commercial Operations - Sport	0	2	2.3
Agricultural Operations - Aeroplanes	2	4	1.0
Agricultural Operations - Helicopters	0	2	1.3
Agricultural Operations - Sport Aircraft	0	0	0.0
Private Operations - Aeroplanes	4	5	5.0
Private Operations - Helicopters	1	3	1.0
Private Operations - Sport	14	10	17.3
Other	0	0	0.3
Total	31	39	38.3



SECTOR COMMENTARY

Airline Transport Operations

There was one accident this quarter involving a small aeroplane on a sightseeing operation which has contributed to a slight increase in this sector's accident rate. The graph for the accident rate in the Airline – Medium sector is showing a dramatic drop. This is simply because three years have elapsed since the last accident in the medium aeroplane sector (Cessna Caravan taxi event at Wellington 737, Jan 2015).

See page 5 for details.

Adventure Aviation

Adventure Aviation under Part 115 has grown significantly in recent years and a reasonable amount of safety data is now available for the sector. Unfortunately there was fatal accident in the parachuting subsector. The accident rate within commercial parachuting is increasing slightly and the CAA is taking steps to determine if this is significant or a fluctuation. By comparison Commercial Hang Gliding and paragliding have a higher accident rate per flight than parachuting but are reporting an improvement.

See page 8 for details.

Agricultural Operations

The agricultural sector had two accidents that were potentially serious and two serious incident that could easily have been accidents. Wires continue to be a significant threat to these low level operations. The accident rate for agricultural aircraft accident rate remains higher than the rate for agricultural helicopter operations and has trended up in last 12 months.

See page 10 for details.

Private Operations

The number of accidents occurring on private and recreational flights is not changing significantly. There were numerous landing related accidents in the private operations sector this quarter.


See page 18 for details.




AIRLINE TRANSPORT OPERATIONS

ACCIDENTS

There was one air transport accident in the quarter, involving a small aeroplane.

 January 4th 2018


 Near Hokitika

 Cessna 2016

Narrative

The aircraft was on a sightseeing flight with two passengers when it suffered an engine power loss which was followed by a forced landing on a beach. The nose gear collapsed on landing. The investigation into the accident is ongoing.

SERIOUS INCIDENTS


 February 23rd 2018


 Gisborne


 ATR 72-212A

Narrative

Light aircraft on short finals for the grass vector as large passenger aircraft was about to cross the grass strip.

 February 24th 2018

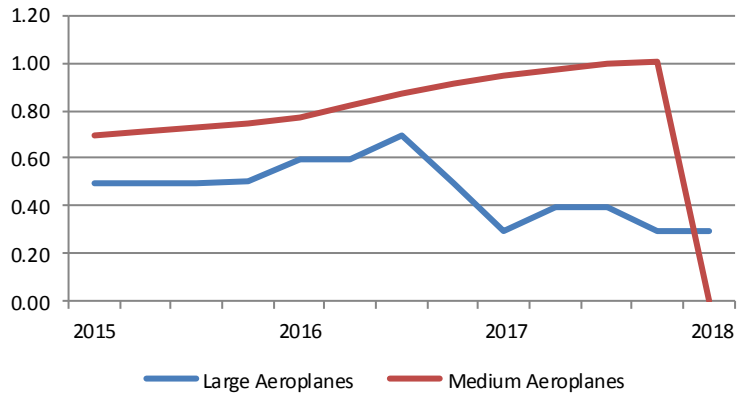
 Near Auckland

 BN2A-20

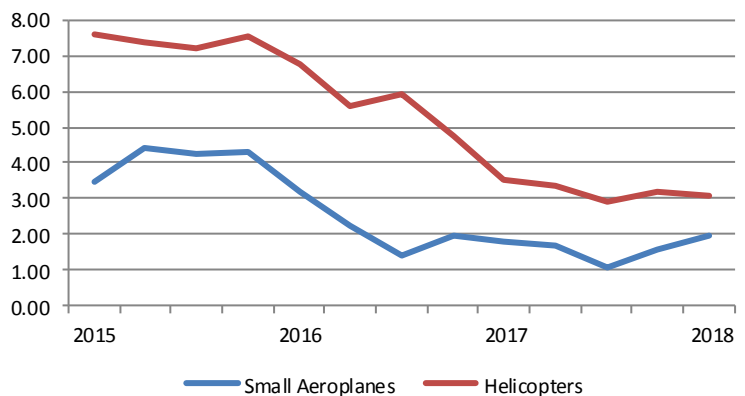
Narrative

The pilot of ZK-PIY took avoiding action after identifying an a/c approaching from his left. The pilot of the other aircraft reported that ZK-PIY was in sight and intended to cross behind and below, but had not made a radio call. Aircraft separation was approximately 300m horizontal and 200ft vertical.

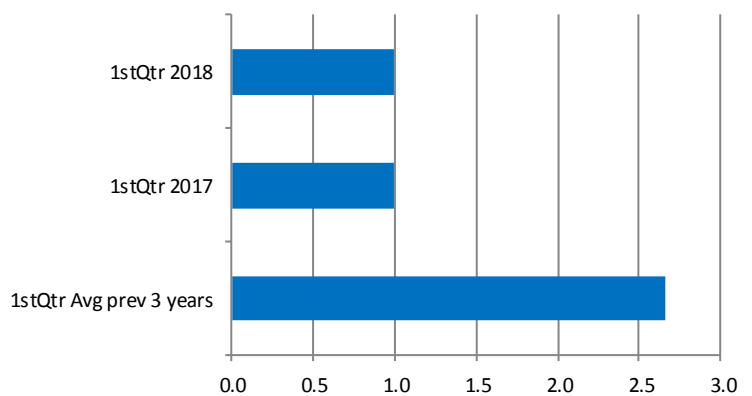
Air Transport - 3-Yearly Accidents per 100,000 Hours



Air Transport - 3-Yearly Accidents per 100,000 Hours



Airline Transport Accidents





AIRLINE TRANSPORT OPERATIONS



January 4th 2018



Franz Josef Aerodrome



Eurocopter AS 350

Narrative

Helicopter took off from the Franz Josef Airport and then orbited above the Skydive Franz PLA while three tandem parachutes were open and descending to land on the PLA. Causing a near miss situation with the helicopter and at least one of the tandem parachutes being only 100 metres apart.



March 1st 2018



En-route



ATR-72

Narrative

Inflight vibration noted, felt through the rudder pedals. Vibration and a humming noise reported by flight attendants at the rear of the aircraft. Later reported the noise and vibration increasing. On the ground a visual inspection of the engines and control surfaces found the right hand elevator de ice boot had come away



March 19th 2018



Wellington



DHC-8-311

Narrative

Flap was selected up instead of the landing gear after take-off. When the captain called for gear up after the FO called positive climb, the FO retracted flap instead of gear.



January 29th 2018



Auckland



DHC-8-311

Narrative

When the landing gear was extended for landing 3 greens were indicated, however, the left main gear unsafe light was illuminated. The gear was cycled but the indications remained the same. Alternate method for checking the gear position showed that the gear was down and locked. Maintenance advice was sought with the advice to follow the QRH actions which were carried out. The aircraft then landed safely at NZAA. Maintenance investigation: The failure of both uplock return springs was found to be the root cause of this event. The remains of the broken springs were sent to Bombardier for analysis. Lab testing of the springs indicated that the failure was caused by low load high cycle fatigue.



January 31st 2018



En-route



DHC-8-311

Narrative

In the cruise, the crew noticed that the right hand engine oil pressure indication had dropped to zero, no other indications were observed. A precautionary engine shutdown was carried out iaw the QRH. A PAN was declared and the crew elected to divert to NZPM due to the weather at NZWN not being suitable.


During maintenance rectification, the engineer noticed that the oil pressure transducer pins were brownish looking in the transmitter connector when the airframe wiring connector was





AIRLINE TRANSPORT OPERATIONS

disconnected from the oil pressure transmitter. He cleaned the electrical connector to the transmitter and applied Stabilant 22 IAW EMM standard practices. As the oil pressure indicator had been previously replaced, the engineer decided to replace the oil pressure transmitter.

Extensive ground runs were carried out after changing the oil pressure transmitter, with no further faults detected with the oil pressure indication system. As a precaution, a log was raised to have the oil pressure electrical connector to the transmitter replaced at next maintenance convenience.

 February 20th 2018

 En-route


 DHC-8-311


Narrative

Enroute from Timaru to Wellington at Flight Level 210, the crew noticed and felt the cabin depressurising. It was observed initially the rate of depressurising was approximately 1500 to 2000 feet per minute. An Emergency Descent was effected as per SOPs down to 10,000 feet where the cabin altitude was then at the same altitude. A normal descent and landing was then carried out.

Upon questioning the MOC, they observed that the engineer noted an extensive amount of water vacating the baggage door seal area when the door was opened. There have been previous events, both in NZ and overseas of Dash 8 operators reporting cabin depressurisation due to the baggage door seal being compromised by the build-up of ice following heavy rain. While there is no evidence that this was the case on ZK-NEM, there was very heavy rainfall in CHC the night prior to the reported event due to cyclone Gita.

Although the root cause of this event is inconclusive, the most likely cause of the event was the build up of ice around the baggage door seal due to water being trapped in the seal retaining cavity following the aircraft being parked in heavy driving rain the night prior.


 February 1st 2018

 En-route

 ATR-72

Narrative

Local Standby Due Icing. Diverted from an original destination of Queenstown to Invercargill and en-route requested a local standby due icing build up rendering them heavy and forcing them to carry out a high speed landing.

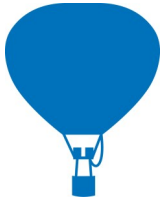
 January 20th 2018

 Anchor Island

 AS 350

Narrative


While descending in a turn, an abnormal audible sound, similar to a seatbelt outside the door was noted, coming from the right hand side of the helicopter. Aircraft was landed as soon as possible and pilot inspected the aircraft. The transmission cowl was noted to be not latched. The chief pilot was contacted. An additional aircraft to pick passengers and engineer ferried to location. The transmission cowl lower latches had been locked but not fastened securely on pre-flight, resulting in the cowl coming open in flight and contacting the main rotor frequency adapter bolt tails, causing light damage to the main rotor sleeve bonding braid, cowl latch, cowl support strut and light composite damage to cowl.





ADVENTURE AVIATION OPERATIONS

ACCIDENTS

There were three adventure aviation accidents in the quarter, one of which was fatal.


 January 10th 2018


 Queenstown

 Sigma Tandem

Narrative

During a tandem sky diving operation, a parachute malfunction resulted in the tandem pair landing in Lake Wakatipu, resulting in the death of the passenger. TAIC are investigating the accident.


 January 28th 2018

 Kerikeri


 Sigma Tandem

Narrative

The tandem pair encountered turbulence on landing and landed heavily. Passenger felt discomfort in her back and was taken to hospital as a precaution. She was diagnosed with a bruised Lumbar spine and released.

 March 20th 2018

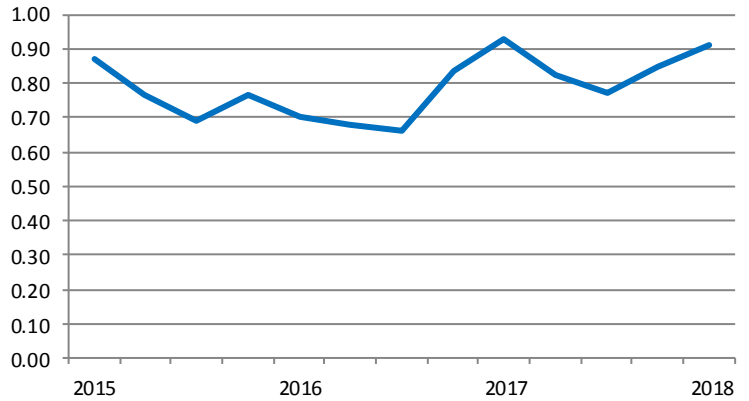
 Parakai

 Sigma Tandem

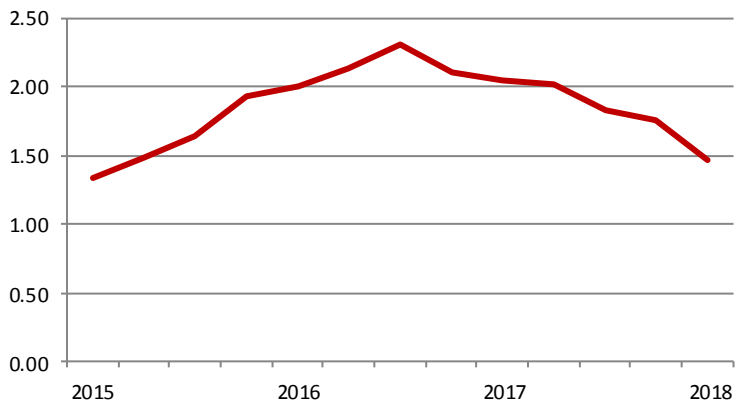
Narrative

During the flare on a tandem descent the canopy experienced sink, with reduced lift, and it came straight down. The passenger did not hold the landing position during this time, dropped their feet and rolled their right ankle.

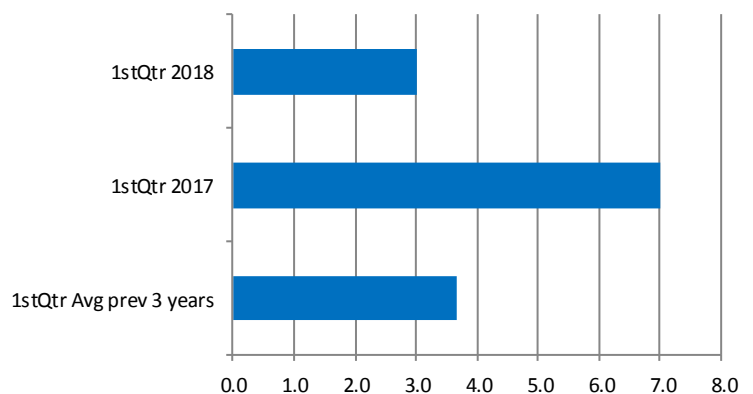
Parachute Accidents per 10,000 Descents

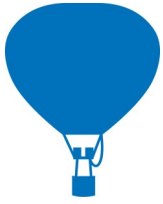


Hang Glider and Paraglider Accidents per 10,000 Flights




Adventure Aviation Accidents






ADVENTURE AVIATION OPERATIONS

SERIOUS INCIDENTS


 February 2nd 2018

 Wanaka


 Unknown aircraft

Narrative

Avoiding action required due to Cessna approaching from right side.


 March 29th 2018


 Fox Glacier Valley


 FU24 & 2 F16 jets

Narrative

Was on normal parachute drop operations over the Fox Glacier PLA at approximately 18:40 on 29th March 2018. Three parachutes had been deployed when two fast jet aircraft (suspect F16) approach Fox Glacier from the south at approximately 500' agl. The aircraft made a 90 degree right turn to the west of town and then climbed up the middle of the Fox Glacier valley and disappeared over the divide. The pilot of ZK-DJE reported hearing a broken radio call on 118.6 MHz to "Mt Cook traffic" which would normally indicate that the broadcasting aircraft was on the eastern side of the mountains. The action of the fighter pilots brought their aircraft into close proximity to the parachutes, breached NZCAR 91.311 and created an imminent danger of collision with traffic in the Fox Glacier valley.


 January 1st 2018

 Franz Josef Glacier


 Sigma Tandem

Narrative

Main was found to have tension knots in the front right lines. Instructor was unable to clear and perform emergency procedures. Tandem pair landed at intended PLA.

 February 17th 2018

 Taupo

 Two parachutists

Narrative


Near miss as two skydivers opened their parachutes in close proximity to each other.



AGRICULTURAL OPERATIONS

ACCIDENTS

There were two agricultural aviation accidents in the quarter.


 January 7th 2018

 Gisborne

 750XL

Narrative

While turning during a sowing run the aircraft struck three 50Kv power lines which penetrated the leading edge of the left wing then broke. The aircraft remained airborne and dragged approx. 70m of power lines back to the operating airstrip. On landing the wires snagged on a fence and caused the aircraft to be dragged into a drain next to the airstrip. The aircraft was substantially damaged but the pilot was not hurt.

 January 18th 2018

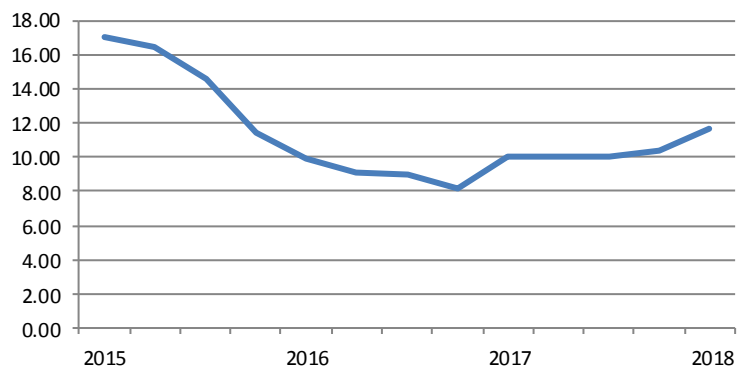
 Gisborne

 Cresco

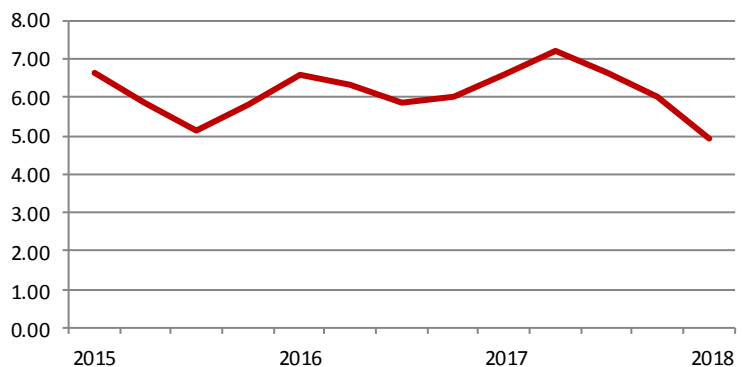
Narrative

The aircraft encountered sink on take-off just after getting airborne in light SE wind and hot humid conditions at 1200'ASL, causing the tail-plane and elevator to strike a fence post at the airstrip threshold.

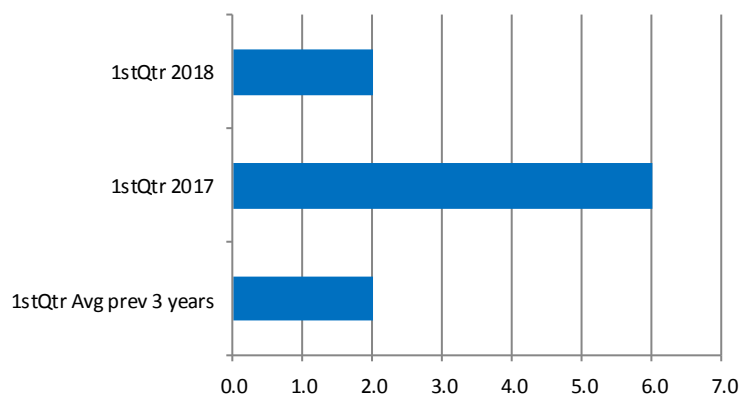
Agricultural Aeroplanes - 3-Yearly Accidents per 100,000 Hours

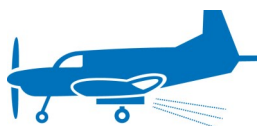


Agricultural Helicopters - 3-Yearly Accidents per 100,000 Hours




Agricultural Accidents







AGRICULTURAL OPERATIONS

SERIOUS INCIDENTS


 February 23rd 2018

 North of Lake Rotorua

 Robinson R44 II

Narrative

During spray run drifted into the path of wires, flared and turned the helicopter to maintain clearance. Never actually touched the wires, but due to the close proximity of the RH spray boom, arcing took place which damaged the boom. Landed immediately.


 February 28th 2018


 Te Kuiti

 Cresco 08-600

Narrative

During take-off stones thrown from the main wheels impacted the elevator tip fairing which is fibreglass, this deflected backwards deforming the filler plate in to the tailplane jamming the two together. Pilot dumped the load and managed to return to the airstrip. This problem appeared 25 years ago on Cresco's, but has resurfaced with XL tailplanes now being used in agricultural operations.

 March 17th 2018

 Clinton

 Fletcher FU24-950

Narrative


10 seconds after take off the engine began to whine, power reduced, load dumped and landed on airstrip below the one in use. Engine removed , returned to factory for repair.




OTHER COMMERCIAL OPERATIONS

ACCIDENTS

There were six accidents in the other commercial sector for the quarter.


 February 8th 2018

 Ardmore

 Piper PA-28

Narrative

The aircraft lost power shortly after takeoff and made forced landing. It sustained damage when it ran through a fence during the landing.


 February 8th 2018

 Ardmore

 Piper PA-28

Narrative

On landing, the pilot lost directional control and the aircraft veered left, colliding with a fence. There was no injury, but the undercarriage damaged.

 February 13th 2018

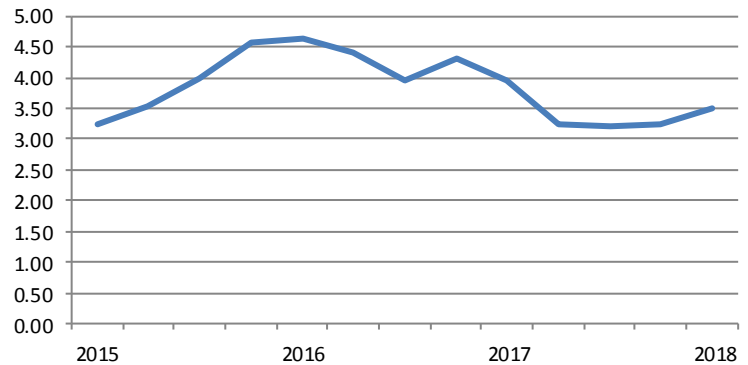
 Wellington

 BK 117

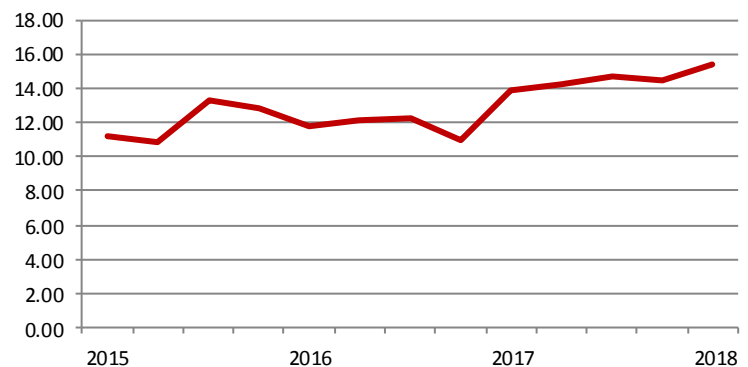
Narrative

After conducting lifting operations, the pilot identified that paint was missing from the lower surface of a main rotor blade, with evidence of contact with foliage.

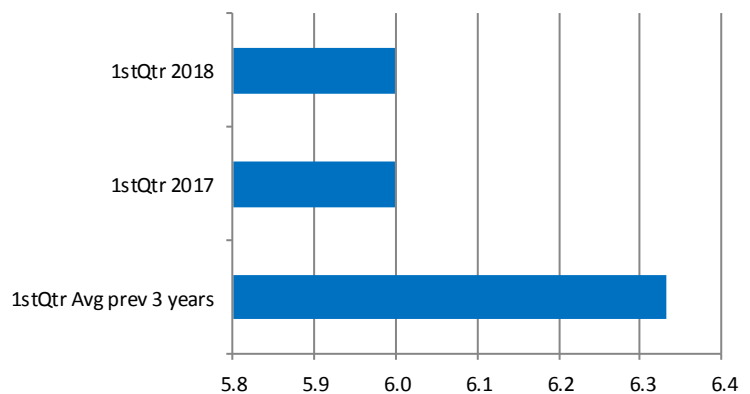
Other Commercial Aeroplanes - 3-Yearly Accidents per 100,000 Hours



Other Commercial Helicopters - 3-Yearly Accidents per 100,000 Hours



Other Commercial Accidents





OTHER COMMERCIAL OPERATIONS

February 28th 2018

Wanaka

Cabri G2

Narrative

The helicopter landed heavily off a practice auto-rotation and rolled over onto its side. There were no injuries however the helicopter was substantially damaged.

January 9th 2018

Ardmore

Cessna 172

Narrative

The aircraft was on a dual training flight when it suffered a stall while the instructor was executing a reversal turn over rising terrain. The aircraft impacted the trees below and was extensively damaged. The instructor and student sustained some minor injuries.

SERIOUS INCIDENTS

January 3rd 2018

Dunedin

Pilatus BN2A-26

Narrative

Approximately 20 nm. from Dunedin, the starboard engine started running rough accompanied with loss of power. The CHT gauge was reading slightly higher on the starboard engine 440, compared to 390 for the port engine. The starboard engine then started vibrating and

approximately 1 minutes later, smoke was observed coming out of the engine. Pilot decided to shut down the starboard engine. Oil observed on the engine cowl and landing gear. Aircraft continued to Dunedin and landed safely.

January 9th 2018

Paraparaumu

AS 350

Narrative

Operational Deviation, vertical and lateral. PP FIS concerned that helicopter made insufficient radio calls prior to entering the MBZ. Transited below 500 ft, estimated no more than 100 ft. to 150 ft. through the PP circuit.

January 10th 2018

Wilkin River

AS 350

Narrative

During external load operations, removing beehives, the right hand sliding door came off and was lost in flight. Pilot noticed door light illuminated on third run. After two more runs, with the light still illuminated, pilot looked over his shoulder and realised that the door was gone.

January 12th 2018

Hamilton


Diamond DA20-C1

Narrative

The pilot was sequenced to follow a C172 on late right-hand downwind. After reporting traffic in sight, aircraft was observed cutting in front of the traffic. The C172 was instructed to conduct an orbit on final in order to position as #2. The Operator reported that their pilot misidentified which aircraft he was expected to follow and he turned based too soon.



OTHER COMMERCIAL OPERATIONS


 January 14th 2018


 Wellington

 Jetstream

Narrative

On departure strong vibration and shuddering felt through the airframe. Decision made to return to Wellington where services were available.


 January 15th 2018

 Hamilton

 Cessna 172S

Narrative

Traffic information passed to the aircraft late and an air proximity incident resulted between two aircraft in the circuit. By the time the pilot saw the traffic, it was approximately 200 m away, making a steep evasive turn.


 January 24th 2018

 Hamilton

 Diamond DA 42

Narrative

Aircraft was instructed to make a go around due to another aircraft holding at E3 but completed a full stop landing on the obstructed runway. Pilot had responded to the instruction to 'go around' advising that aircraft was not able to make a go around due to performance limitations on type when asymmetric and configured below ACH.


 February 1st 2018

 Kaikoura


 AS 350

Narrative

Sling load departed the lifting frame.


 February 2nd 2018

 Gisbourne

 Cessna 152

Narrative

Aircraft broke through two holds on approach to keep them clear of traffic, and then joined circuit in wrong direction.

 February 2nd 2018

 Greymouth


 Cessna 441

Narrative


TCAS RA. On RNAV01 Approach, VFR helicopter reported take off at NZGM intention to transit south. TCAS alert to opposite direction traffic (helicopter) as C441 approached FF01 at the same level, avoiding action taken, estimated 0.5nm separation. FF01 is coincident with the Taramakau bridge a common VFR VRP. Suggestion is that IFR position reports to include a VFR VRP to assist VFR traffic assess the whereabouts of IFR traffic in their vicinity.



OTHER COMMERCIAL OPERATIONS


 February 2nd 2018


 Kaikoura


 Cessna 172

Narrative

Helicopter on short final had to take avoiding action against a Cessna 172 which turned base leg creating conflict.


 February 13th 2018


 Not Provided

 Alpha Aviation R2160

Narrative

During aerobatic flight, loud clunk heard. Found to be left side canopy had detached on the runners. Returned to land without incident


 February 22nd 2018


 Young River Hut

 AS 350

Narrative

When hovering down into the DOC pad at the Young River Hut, at approximately 30ft AGL and a tent and a big sheet of plastic blew up in the down wash and almost made contact with the main rotor blades.


 February 24th 2018


 Wellington

 Jetstream

Narrative

As part of the investigation of why the A/C was allowed to fly past the calendar time limitation that resulted in the need for a special flight permit, it was discovered another flight occurred after the calendar date.


 February 24th 2018

 Ngakuru


 Cessna U206G

Narrative

In the cruise heard a bang/pop from the engine followed by an immediate power loss. Carried out a precautionary landing on Lake Rotorua.


 February 25th 2018


 Wellington

 Jetstream

Narrative

The aircraft departed NZWN and completed two sectors unaware due to inadequate information that the aircraft had exceeded a component life on its undercarriage as this information had not been recorded in the Tech Log. After the crew had been made aware of the situation the aircraft was grounded until a ferry flight permit was obtained and the aircraft was ferried to Palmerston North (Fieldair Engineering Ltd).

 February 26th 2018

 Wellington

 Jetstream

Narrative

Western apron. Doors closed, beacon on, about to start. Two company people noted to be walking backwards toward the aircraft totally unaware of the situation. Came within 10m of the aircraft before being spotted by the Captain, both pilots could not see this person from either of the flight deck, nor could the ground start person. Ground start person had to yell at the person to get away from the aircraft.



OTHER COMMERCIAL OPERATIONS



February 26th 2018



Palmerston North



Diamond DA-40

Narrative

Near miss regarding two DA40 aircraft. One A/C departing the other joining, traffic information had been passed. One A/C passed closely in front of the other (approx 100m) both at the same altitude.



February 27th 2018



Ardmore



Kawasaki BK117

Narrative

Two blade fold locking hoops were left on roof deck. Helicopter hover taxied to TLOF. One hoop observed to fall past LH cabin window. Helicopter landed. One hoop found on ground and one found still sitting on roof. Aircraft shut down and full inspection carried out.



March 1st 2018



Kaikoura



AS 350

Narrative

During take-off the LH transmission cowl came open and contacted the Main Rotor Frequency adapter bolt tails and Blade pin tails, causing light composite damage to cowl. The transmission cowl lower latches had not been fastened securely prior to flight.



March 2nd 2018



En-route



Diamond DA 40

Narrative

EFB maps and charts unusable during flight. Avplan failed to load so flight continued back to NZPM without documents available.



March 17th 2018



En-route



Cessna 152

Narrative

Unsure of position. Called Bay App VFR but unsure of position approx WK 220/10 mode C indicating 2000ft. He was identified and given immediate navigation assistance by Bay. He was climbed VFR to 4000ft and given assisted headings towards RO and advised to land at RO to regather his thought processes. However the pilot decided to visually overfly RO and proceed VFR to WU. An INCERFA was filed with RCC at 0219z and terminated at 0234z. His SARTIME was updated to 0400Z. Throughout this incident no support was available from NZICPA to help, all lines went to answer phone, no ops support received.



March 24th 2018



Hamilton




Diamond DA-42

Narrative


Pilot called a PAN due a LH engine issue. Engine shutdown, aircraft landed safely. Found broken timing chain. Engine returned to manufacturer for investigation



OTHER COMMERCIAL OPERATIONS


 March 21st 2018


 Hamilton


 Diamond DA20-C1

Narrative

Elevator trim jam following slow flight exercise (stick back) CB pulled, aircraft flown back to Hamilton. Corroded electrical contact causing intermittent trim function.


 March 23rd 2018

 En-route

 Raytheon B300

Narrative

Smoke and fumes observed in the cabin and cockpit. Recirculation fan turned off. Emergency call made to AA Control, aircraft landed safely. Fault traced to rear vent blower electrical wire loose, arcing on connector. Damaged section removed, new ring terminal installed. Blower motor run with clamp meter to check for excessive current. No excessive current noted. Floors refitted, carpet refitted.


 March 27th 2018


 Matamata


 Cessna 172M

Narrative

Established in the RWY 10 circuit, downwind. A C172 got airborne after the previous aircrafts touch and go and made an overtaking maneuver on the inside of that A/C. Therefore the C172 failed to maintain sequence, preventing the #1 A/C to turn base, had to allow the C172 to pass before a base turn could be carried out.

 March 25th 2018

 Hamilton

 Unknown aircraft

Narrative


Unknown aircraft infringed controlled airspace and turned and departed at the same altitude as an arriving aircraft creating a near collision situation.





PRIVATE OPERATIONS

There were 19 accidents in the first quarter of 2018 on private operations, one of which was a fatal paraglider accident. A further three accidents involved serious injuries, all in paraglider operations.

ACCIDENTS - AEROPLANES


 February 5th 2018

 Paraparaumu

 Piper PA-28

Narrative

The pilot lost directional control during landing with a gusting crosswind, departing the sealed runway onto the grass and impacting with a taxiway sign. There were no injuries, but some damage to the front of the aircraft and outer section of one elevator.


 February 24th 2018

 Masterton


 FE 2b

Narrative

The aircraft lost power after takeoff and made a forced landing without power into a paddock where it sustained some minor damage.

 February 27th 2018

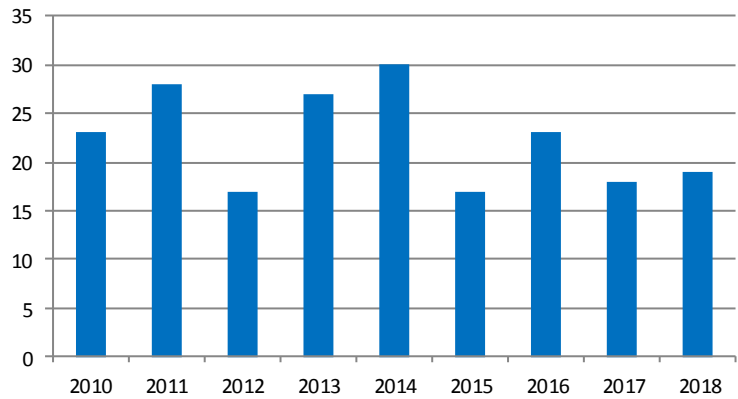
 Timaru

 Air Tourer

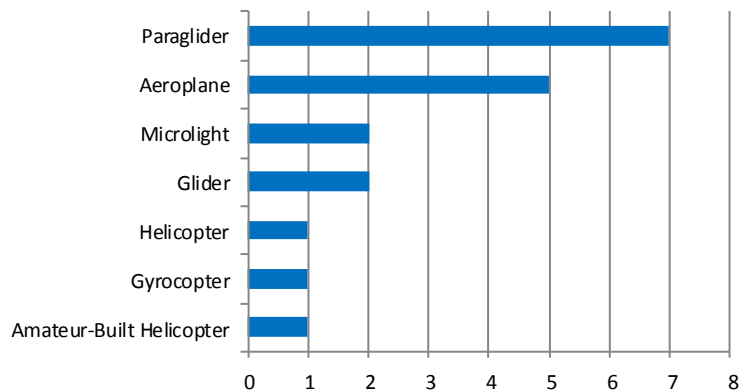
Narrative

At rotate speed the aircraft failed to "unstick" and the take off was aborted. Despite braking the aircraft failed to stop and went through the boundary fence, sustaining some damage.

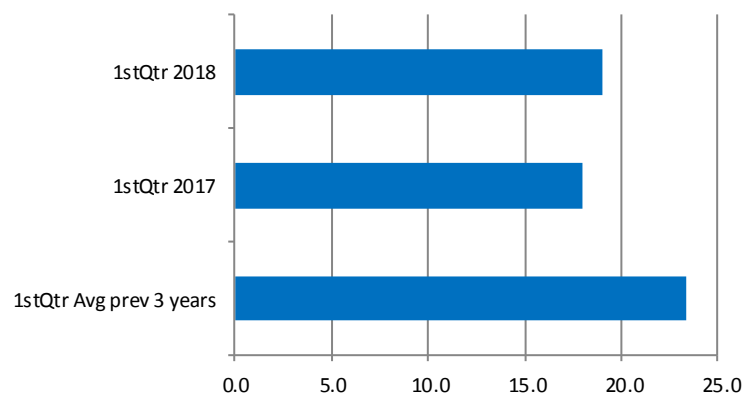
Private Accidents in Quarter One



Private Accidents by Aircraft Type





Private Accidents






PRIVATE OPERATIONS


 March 30th 2018

 Wanaka

 Yak 3-M

Narrative

On landing the starboard wing of the aircraft struck a cherry picker which had been left on the center of the grass runway at Wanaka aerodrome. The aircraft was substantially damaged.

 March 30th 2018


 Wanaka


 Cessna 180

Narrative

Landing on an uphill farm airstrip, the pilot realised a tailwind was influencing the landing roll. Unable to go-around, he carried out a ground loop. The aircraft slid sideways, and stopped teetered over the bank at the end of the strip. There were no injuries but the aircraft was damaged.

ACCIDENTS - HELICOPTERS


 February 13th 2018


 Wellington

 BK 117

Narrative

RPM decayed on final approach, approximately 150m from landing point, at 100 ft. altitude. The pilot was unable to recover the situation, and auto rotated onto a slope from which the helicopter slid 5 to 6 metres down the slope breaking the tail boom and one skid.

 March 16th 2018


 Te Aroha

 CHR Safari


Narrative

The pilot reported that he was descending from 3000ft on a slow descent with minimal power applied. At approximately 1500 feet the engine failed. The pilot entered an autorotation and selected a field to land in. The pilot encountered low rotor RPM close to the ground and attempted to recover. The helicopter touched down heavily on the left skid which subsequently collapsed. The helicopter slowly rolled on to its left hand side.

ACCIDENTS - MICROLIGHTS


 January 14th 2018


 Taeiri

 Autogyro Cavalon

Narrative

The aircraft had a minor landing accident due to high winds while attempting to land.

 February 15th 2018

 Whatitiri

 Aeroprakt Foxbat

Narrative

The aircraft made a hard landing followed by a loss of directional control. The wing contacted a tree and the microlight sustained some damage.



PRIVATE OPERATIONS



March 28th 2018



Waihi



Aeroprakt Foxbat

Narrative

While flying over the Waihi gold mine the plexiglass windscreen suffered a sudden catastrophic failure and shattered. The plexiglass doors subsequently blew out and the aircraft yawed to the left and started losing height. The pilot made a precautionary landing into a paddock and the aircraft flipped over.

ACCIDENTS - GLIDERS



February 4th 2018



Matamata



Discus 2b

Narrative

Two gliders were attempting to land in the same paddock in opposite directions. One took evasive action and landed in a nearby rough paddock, causing minor compression damage to the fuselage and a hole in the canopy



March 4th 2018



Fielding



Twin Astir

Narrative

The glider crashed into a fence after making an outlanding into a paddock.

ACCIDENTS - PARAGLIDERS



January 2nd 2018



Wanaka



Unknown

Narrative

The paraglider pilot was conducting a cross country flight from Treble Cone to Wanaka via Mount Roy. According to witness reports the paraglider suffered an asymmetric wing collapse and spun into steep cliffs. The pilot was fatally injured.



January 28th 2018



Wanaka



Gin GTO

Narrative

The paraglider suffered collapse/loss of control and collided with hillside during competition task.



February 1st 2018



Wanaka




Gin Sprint

Narrative

The pilot lost control launching paraglider at the start of a competition task. The helmet took the impact. Pilot was concussed, with minor cuts to his face, but was otherwise ok.



PRIVATE OPERATIONS


 January 29th 2018

 Wanaka


 Skywalk Ariba

Narrative

Increasing wind resulted in competition task being cancelled. Pilot descent was not assertive enough and blown into narrow area, resulting in hard landing through tree branches.


 February 2nd 2018


 Wanaka


 Unknown

Narrative

The paraglider pilot suffered a loss of control in turbulence near Coromandel peak in Wanaka, causing the paraglider wing to collapse. The pilot impacted the side of a hill and sustained serious injuries.


 February 17th 2018


 Mount Manganui


 Unknown

Narrative

A paraglider crash on Mount Manganui resulted in fatal injuries to the pilot.

 March 29th 2018


 Picton


 Airwave Flite

Narrative

The paraglider struck the ground hard, resulting in injuries to the pilot.

SERIOUS INCIDENTS


 January 26th 2018

 Hamilton


 Piper Seneca II

Narrative

The aircraft was instructed to extend upwind leg until advised but was observed turning northbound, in the opposite

 February 4th 2018

 Tauranga

 Piper Pawnee

Narrative

The aircraft suffered engine power loss in the climb during a glider tow. The pilot made a PAN call and returned to NZTG to land. Inspection found that the #3 cylinder had cracked.



PRIVATE OPERATIONS



February 15th 2018



Kariotahi Beach



Paraglider and RPAS

Narrative

During paragliding training a drone was flown into one of the paragliding students. It got stuck in the paraglider's lines and caused difficulty steering and landing. On landing, the drone was still going. The operator apparently could not turn it off even once the collision had happened.

The pilot landed safely, but very shaken.

The area is a marked paragliding / hang gliding area.



January 19th 2018



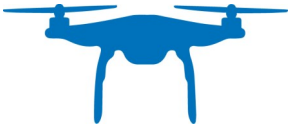
Tauranga



Vans RV 6A

Narrative

The aircraft was instructed to hold at A2 after landing on seal 25. A C172 was subsequently cleared to land on grass 25. The holding aircraft was noticed taxiing past A2 and crossing grass runway 25 as the C172 was crossing the threshold. The pilot was instructed to hold at A2 while another aircraft was on short finals to land on grass 25. The pilot however was seen to taxi across the grass runway to the apron.



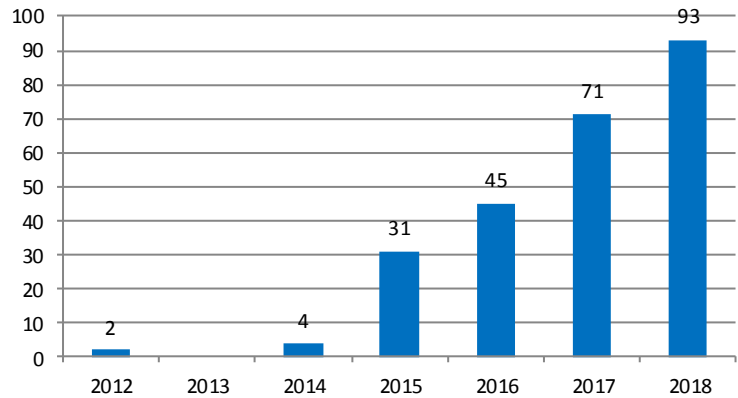
RPAS REPORTS

93 occurrence reports involve RPAS were received in the first quarter of 2018, 22 more than in the first quarter of 2017.

The largest share of reports, 39%, have involved complaints from members of the public about drones operating over and around them and/or their property. 18 of the reports (12%) have been from Airways or aircraft operators reporting drones operating in proximity with airborne aircraft.

Here we present the 12 most serious incidents.

RPAS Reports in First Quarter



AIR PROXIMITY INCIDENT REPORTS

January 3rd 2018

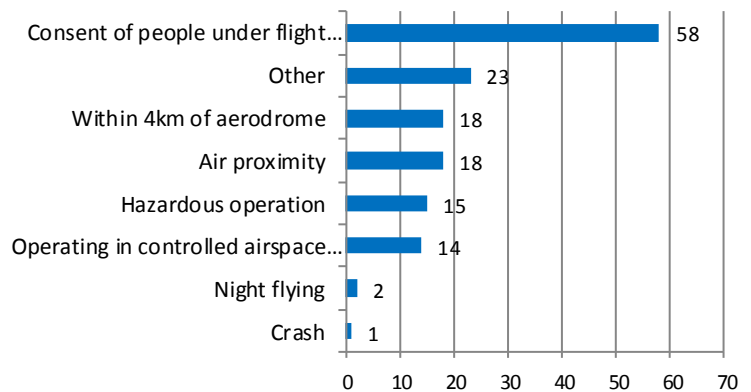
Gisborne

R44

Narrative

The pilot reported near miss with UAV at 400 ft. when returning to the airfield. The UAV was operating near the airport with 2nd person as contact/spotter. The operator was asked to land when the helicopter requested a return to the airfield. The controller thought they saw the UAV descending but may have seen a gull instead. The traffic information was not passed to the helicopter pilot because the controller thought the UAV had landed. The UAV operator later advised that they had been operating on pre-planned route and were unable to quickly resume control.

2018 Quarter 1 RPAS Reports by Type



January 12th 2018

Auckland


ATR 72


Narrative

The flight crew reported that they spotted an object on their flight path at similar altitude, which at first glance appeared to be a drone in the hover. The object quickly passed down port side of the aircraft at close proximity. The crew were unable to positively identify the object, reporting that it was possibly too large for a drone and could have been remnants of a weather balloon.



RPAS REPORTS


 February 28th 2018


 Auckland


 A320

Narrative

The aircrew of an A320 reported sighting a possible drone estimated to be at 800 ft. while they were on a 3nm final into Auckland. The drone was approx. 200 ft. below them. The pilot initially thought it might be a white plastic bag but another aircrew member on the flight deck thought it was a small drone less than 1m in size. No drone was sighted from the tower and no boats were sighted in the vicinity. Following aircraft were advised and no further reports of sighting. Police were advised.


 March 1st 2018


 Auckland


 A320

Narrative

During the final approach at 1000 ft. an unidentified object passed below the aircraft flying level in the opposite direction. Three pilots in the flight deck observed the object, which was drone like in appearance - white and passed 200 ft. below the aircraft. ATC were advised.


 March 5th 2018

 Auckland

 Q300

Narrative

The pilot reported that a bright red drone was nearly hit whilst on finals for the ILS23L into Auckland. The drone was observed to fly past the lower left hand side of the aircraft, narrowly missed hitting the fuselage and propellers. ATC were notified.


 March 11th 2018


 Kaikoura

 Hughes 500

Narrative

On climb out from Kaikoura Airfield the pilot had to take evasive action to avoid contact with a drone, avoiding the drone by within 5 metres. Immediately returned to Kaikoura Airfield and landed to inform the flight following supervisor and the police. RPAS had been operated from the adjacent camping ground.


 March 14th 2018


 Mangawhai Heads

 Cessna 172

Narrative

The student was on a North cross country from KT to NE, tracking South on the East coast, when at approximately 1600 local time they saw another aircraft 2-3 nm South of the Mangawhai Heads visual reporting point at 1,500 ft. AMSL. They attempted to contact the other aircraft on the radio without reply. On closer inspection the student noticed that the aircraft was a large red and white drone.

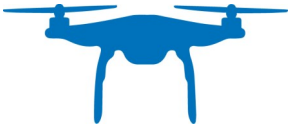
 March 17th 2018

 Wellington

 ATR 72

Narrative

The pilot reported that on a visual approach into Wellington they had a near miss with what appeared to be either a kite, balloon, model plane or a drone. The object went close under aircraft at around 2000 ft. at Newlands ridge.



RPAS REPORTS



March 17th 2018



Wellington



ATR 72

Narrative

The flight crew reported to the tower seeing an object at the same height as they crossed NL ridge. One crew member thought it was possibly a kite while the other thought it to be a drone.



March 18th 2018



Palmerston North



DA 40

Narrative

The pilot of a DA40 reported coming into close proximity with a balloon or drone when leaving NZPM to the south.



March 23rd 2018



Dunedin



A320

Narrative

A passenger on a flight into Dunedin reported to the CAA that they thought they had seen a drone on approach.



March 25th 2018



Auckland



Boeing 777

Narrative

On approach a drone was sighted at the 10.30 position 100 yards and at the same level. The drone reportedly passed within 5 yards of the captain's window.



QUARTERLY STATISTICS

Quarter	2015/2	2015/3	2015/4	2016/1	2016/2	2016/3
Social Cost \$ million¹	3.37	1.90	33.35	8.35	9.52	3.91
Number of Fatal Accidents²	0	0	1	1	2	0
Number of Fatal Injuries²	0	0	7	1	2	0
Number of Serious + Minor Injuries²	11	12	15	18	5	7
Number of Aircraft Accidents²						
Large Aeroplanes	0	0	0	1	0	1
Medium Aeroplanes	0	0	0	0	0	0
Small Aeroplanes	6	4	7	8	2	2
Agricultural Aeroplanes	1	0	0	0	1	1
Helicopters	2	5	4	3	4	2
Sport Aircraft	5	7	9	7	6	5
Unknown Aircraft	0	0	0	0	0	1
Hang Gliders	7	7	8	11	2	2
Parachutes	2	1	4	3	0	0
Number of Incidents³	1,432	1,233	1,310	1,428	1,612	1,635
Number of Aviation Related Concerns⁴	188	171	136	260	202	229
Number of Hours Flown⁵	193,755	197,169	218,320	243,864	203,167	211,276
Number of Air Transport Flights⁵	83,020	85,321	101,483	114,691	86,611	87,395
Number of Aircraft Movements⁶	211,137	222,320	227,208	237,499	213,927	221,092
Number of Aircraft on the Register⁷	4,610	4,650	4,679	4,700	4,657	4,687
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	7	7	8	8	8	8
Air Operator – Medium Aeroplanes	13	13	15	15	15	15
Air Operator – Helicopters and Small Aeroplanes	163	163	164	161	162	163
Number of Part 137 Agricultural Aircraft Operators	103	104	104	102	103	103
Number of Part 115 Adventure Aviation Operators	28	30	30	28	28	28
Number of Part 102 Unmanned Aircraft Operators	0	4	16	31	45	54
Number of Part 141 Training Organisations	56	57	55	54	53	51
Number of Part 149 Recreation Organisations	8	8	8	8	8	8
Number of Licences (Type of Medical Certificate)⁸						
Recreational Pilot Licence (RPL Medical)	366	385	395	401	439	456
Private Pilot Licence (Class 1 & 2)	2,580	2,585	2,530	2,492	2,462	2,418
Commercial Pilot Licence (Class 2 only)	2,448	2,376	2,316	2,248	2,281	2,240
Commercial Pilot Licence (Class 1)	2,046	2,048	2,076	2,073	2,051	2,045
Airline Transport Pilot Licence (Class 2 only)	995	1,046	1,034	1,019	1,002	1,016
Airline Transport Pilot Licence (Class 1)	1,228	1,173	1,210	1,221	1,268	1,249
Air Traffic Controller Licence (Class 3)	387	387	383	380	381	373
Aircraft Maintenance Engineer Licence (N/A)	2,754	2,766	2,779	2,789	2,800	2,817



QUARTERLY STATISTICS

Quarter	2016/4	2017/1	2017/2	2017/3	2017/4	2018/1
Social Cost \$ million¹	29.86	15.49	30.14	1.02	20.46	18.23
Number of Fatal Accidents²	3	2	5	0	3	2
Number of Fatal Injuries²	5	2	6	0	4	2
Number of Serious + Minor Injuries²	14	20	12	7	15	23
Number of Aircraft Accidents²						
Large Aeroplanes	0	0	1	0	0	0
Medium Aeroplanes	0	0	0	0	0	0
Small Aeroplanes	6	6	0	4	4	7
Agricultural Aeroplanes	2	4	0	0	2	1
Helicopters	3	10	2	1	2	4
Sport Aircraft	4	8	8	3	11	7
Unknown Aircraft	0	0	2	0	1	0
Hang Gliders	4	4	4	3	6	7
Parachutes	7	7	2	1	4	2
Number of Incidents³	1,675	1,879	1,815	1,726	1,650	1,650
Number of Aviation Related Concerns⁴	235	253	278	230	277	277
Number of Hours Flown⁵	237,542	243,721	216,424	204,413	254,580	243,721
Number of Air Transport Flights⁵	106,986	99,330	82,766	89,074	114,244	83,245
Number of Aircraft Movements⁶	231,713	233,701	222,907	221,296	249,554	244,396
Number of Aircraft on the Register⁷	4,723	4,734	4,704	4,751	4,779	5,220
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	7	6	6	6	6	6
Air Operator – Medium Aeroplanes	15	13	13	13	13	13
Air Operator – Helicopters and Small Aeroplanes	164	166	166	165	167	167
Number of Part 137 Agricultural Aircraft Operators	102	102	102	103	105	105
Number of Part 115 Adventure Aviation Operators	29	31	29	29	29	29
Number of Part 102 Unmanned Aircraft Operators	76	86	89	94	105	105
Number of Part 141 Training Organisations	52	53	52	52	50	50
Number of Part 149 Recreation Organisations	8	8	8	8	8	8
Number of Licences (Type of Medical Certificate)⁸						
Recreational Pilot Licence (RPL Medical)	453	446	442	440	456	456
Private Pilot Licence (Class 1 & 2)	2,385	2,402	2,358	2,348	2,367	2,367
Commercial Pilot Licence (Class 2 only)	2,192	2,094	2,108	1,992	1,927	1,927
Commercial Pilot Licence (Class 1)	2,030	2,085	2,032	2,096	2,100	2,100
Airline Transport Pilot Licence (Class 2 only)	1,006	990	996	1,031	1,064	1,064
Airline Transport Pilot Licence (Class 1)	1,248	1,252	1,261	1,232	1,201	1,201
Air Traffic Controller Licence (Class 3)	366	360	364	371	364	364
Aircraft Maintenance Engineer Licence (N/A)	2,830	2,842	2,852	2,867	2,882	2,882