



# Aviation Safety Summary

October – December 2020



CIVIL AVIATION AUTHORITY  
OF NEW ZEALAND

Te Mana Rererangi Tūmatanui o Aotearoa

# Introduction

Welcome to the Aviation Safety Summary Report for the fourth quarter of 2020, covering the period 1 October to 31 December. This report provides a summary of aviation safety in the period and an overview of the long-term safety performance within each aviation sector. The report examines performance in each of the sectors that the Civil Aviation Authority uses to characterise flying activity:

- Commercial Passenger (air transport and adventure aviation operations)
- Commercial non-passenger operations (including agricultural operations) and
- Private or recreational operations.

The long-term safety performance trends are included to provide context to the recent accidents. The number of accidents over the short term is highly variable and the CAA uses the long-term performance of a sector as a guide to selecting an appropriate regulatory response.

Safe flying,

**Joe Dewar**

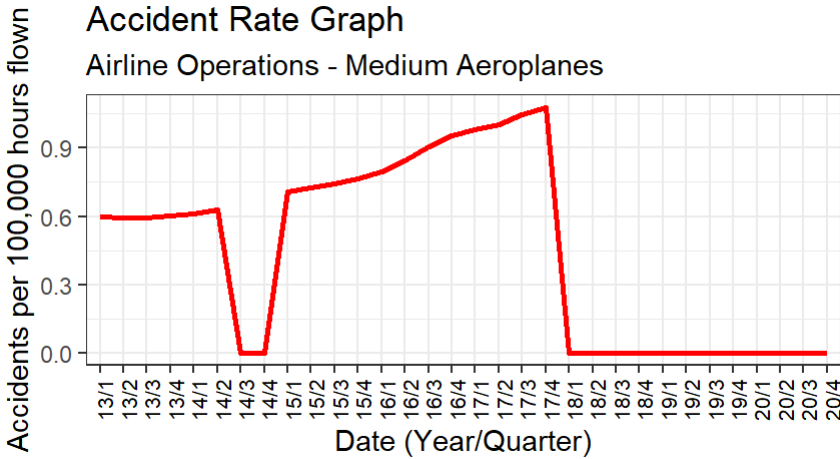
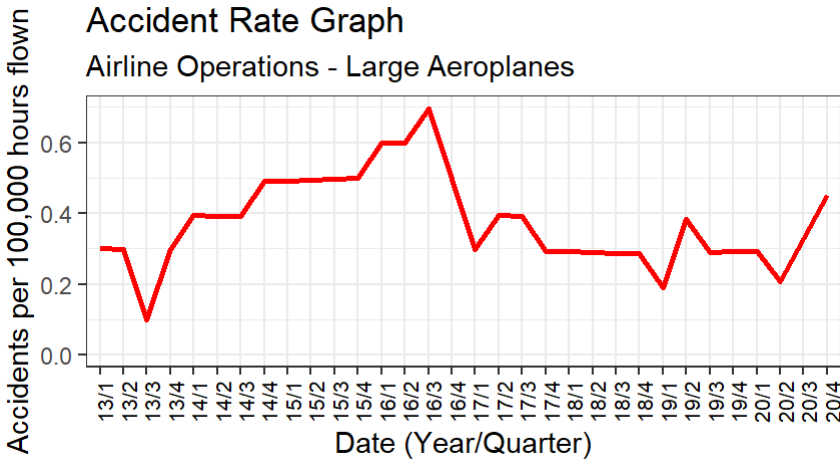
**Manager Intelligence**

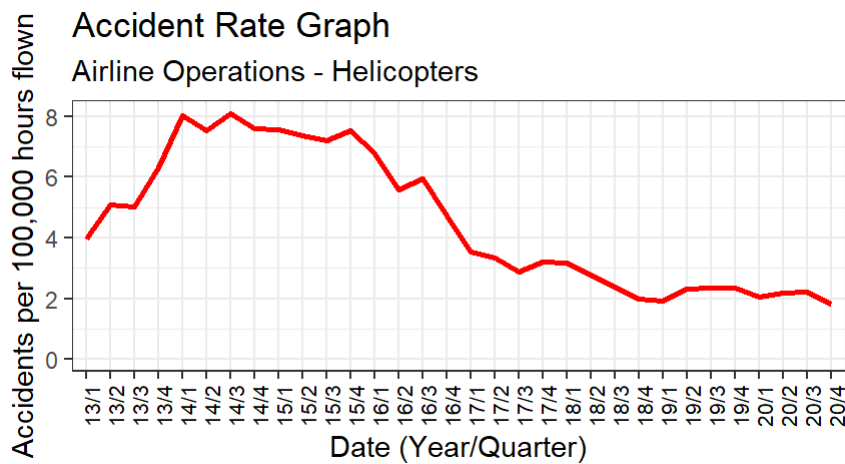
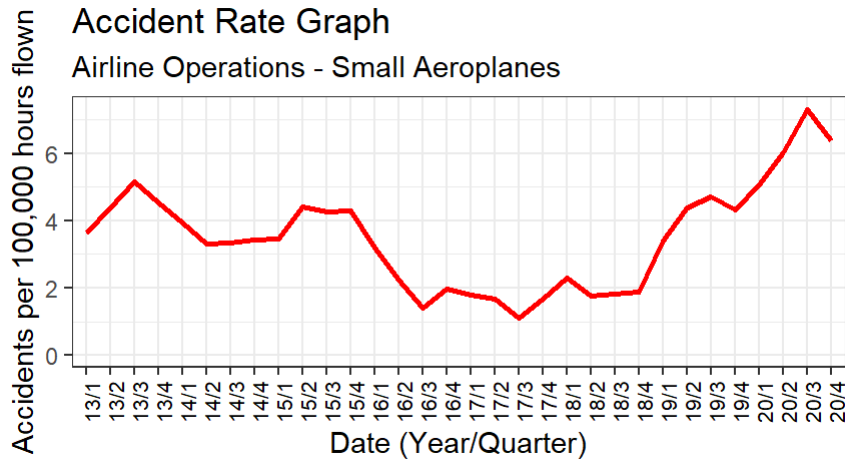
# Accident Summary by Sector

Sector	Year	Qtr.	Accidents	Fatalities	Injuries
Commercial Passenger Transport	2020	4	2	–	1
	2019	4	4	–	2
Commercial Non-Passenger	2020	4	4	–	1
	2019	4	2	1	–
Agricultural Aviation	2020	4	3	–	1
	2019	4	1	–	–
Private	2020	4	30	4	17
	2019	4	10	–	–

## Airport Transport

### Accident Rates



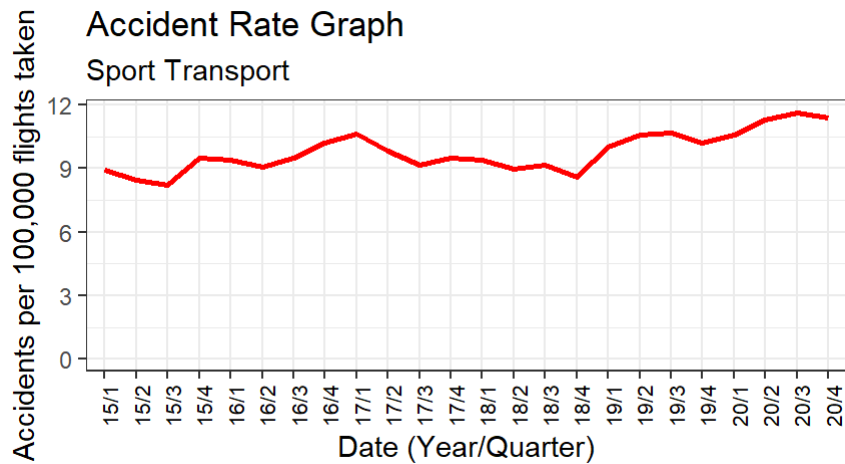


## Accidents this quarter

<i>Ref</i>	<i>Location</i>	<i>Aircraft Model</i>	<i>Fatalities</i>	<i>Injuries</i>	<i>Description</i>
20/5242	In flight	ATR 72-212A	0	0	During turbulence, a cabin crew member hit their head and fell unconscious. Paramedics met the aircraft on arrival and the cabin crew member was taken to hospital. CAA RESPONSE: Investigation closed.

## Adventure Aviation

### Accident rate

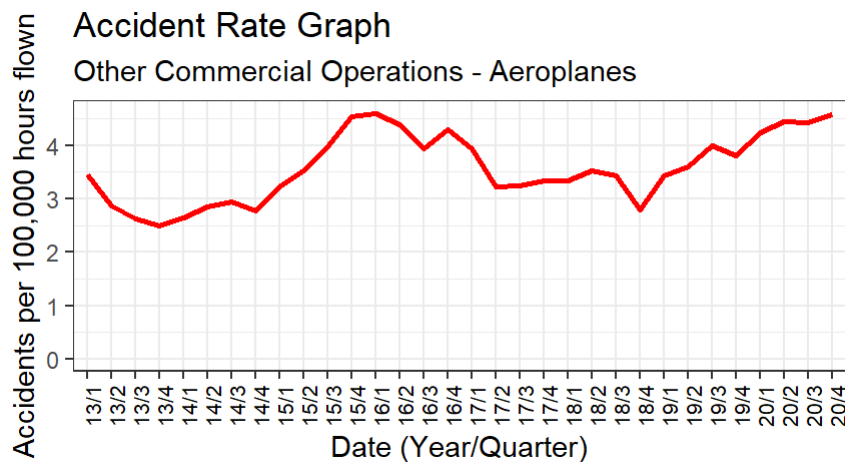


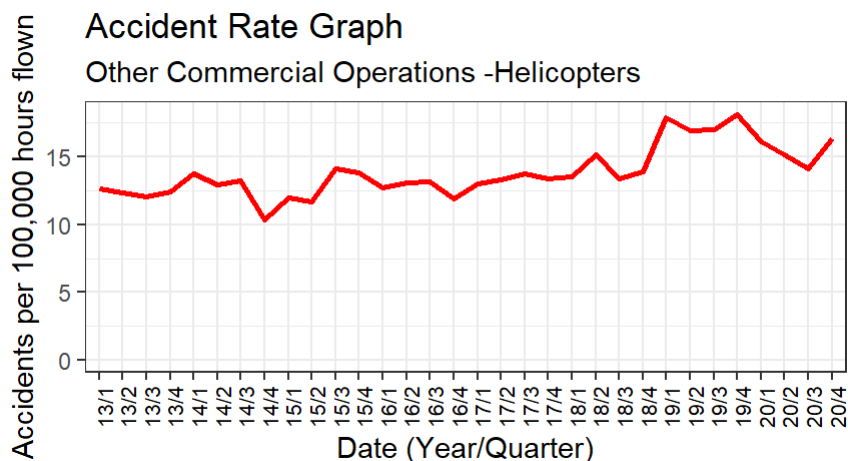
### Accidents this quarter

Ref	Location	Aircraft Model	Fatalities	Injuries	Description
20/6963	Taupō	Sigma Tandem	0	1	Deployment of the parachute caused the tandem passenger's rib to fracture. The passenger did not realize this until later, advising the operator two weeks after the injury was sustained. CAA RESPONSE: No investigation/no further action.

## Commercial non-passenger operations

### Accident Rates



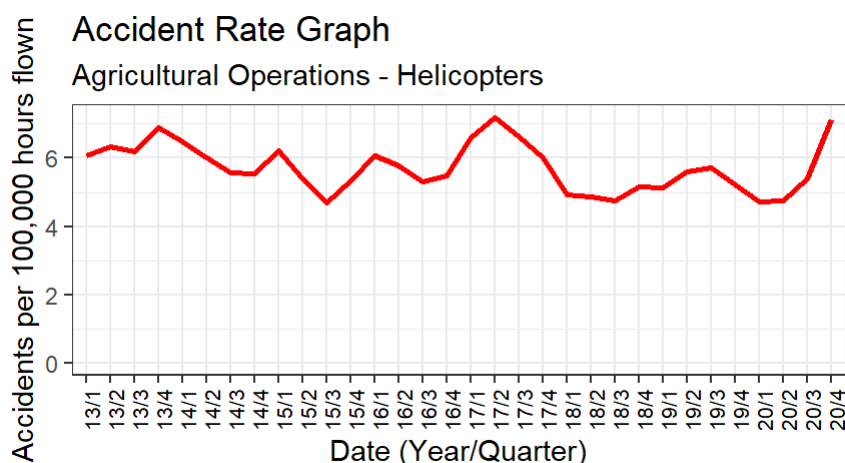
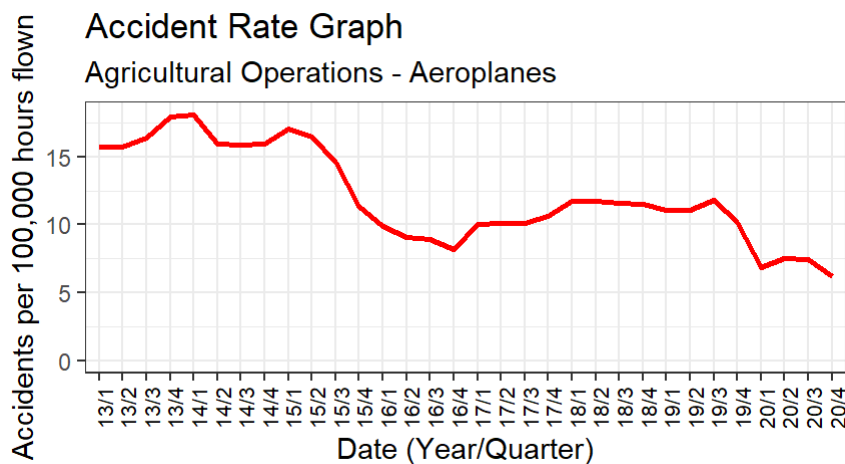


## Accidents this quarter

Ref	Location	Aircraft Model	Fatalities	Injuries	Description
20/5587	Ardmore	172R	0	0	A student pilot was on a crosswind solo consolidation flight. During the landing flare they lost directional control, veered left impacting marker board, and crossed runway 03 grass. There were no injuries, but some damage to the aircraft. There was a light crosswind component of about 4-5kts at the time of the accident. CAA RESPONSE: Investigation closed.
20/6066	Waipukurau Airfield	S-2E	0	0	Directional control was lost just after touchdown, resulting in a swing away from the main runway that could not be arrested before impacting a fence running close to the eastern edge of the runway. At approximately 15kts the left-wing leading edge struck a fencepost, also pitching the nose forward resulting in a prop-strike with the soft ground whilst at idle power. Both occupants disembarked safely with no injuries. CAA RESPONSE: No investigation/no further action.
20/6169	Arawhata River	369E	0	0	Take-off accident. During Part 91 deer recovery operation the helicopter lifted from the riverbed, the right-hand skid hooked under a small dead branch causing the aircraft to pitch forward and roll onto its left side destroying the main rotor blades and severing the tail boom. There were no injuries. CAA RESPONSE: Investigation closed.
20/5070	NA	AS 350 B2	0	1	Groundcrew member was struck by some debris associated with the failure of the external load rigging. CAA RESPONSE: Investigation closed.

# Agricultural Aviation Operations

## Accident Rates



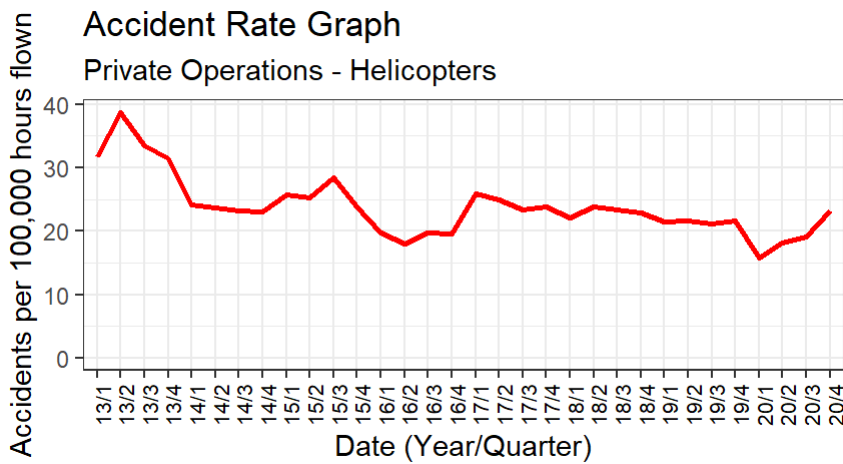
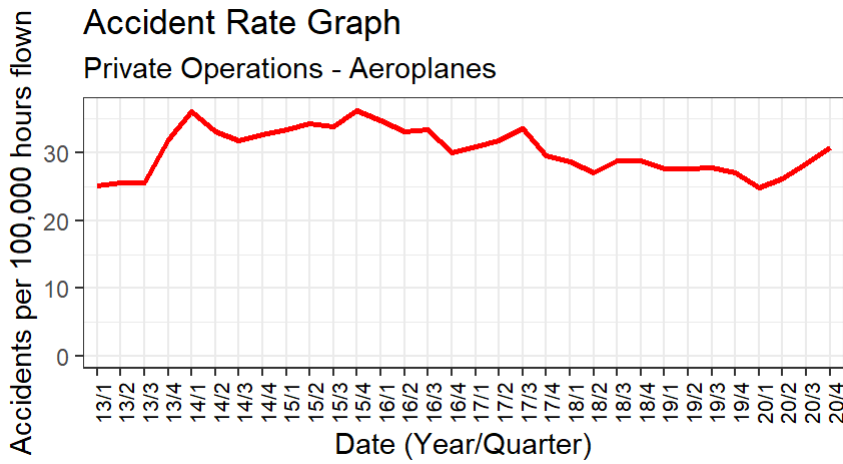
## Accidents this quarter

Ref	Location	Aircraft Model	Fatalities	Injuries	Description
20/6723	Omakere	500N	0	0	During an agricultural fertiliser spreading operation, during loading the helicopter main rotor blades struck the specialised loader vehicle. There were no injuries, but substantial damage to the helicopter. CAA RESPONSE: Investigation closed.
20/6570	Mahia Peninsula	R44	0	1	During spraying operations the helicopter skids made contact with wires and the helicopter landed heavily. The pilot sustained moderate injuries and there was extensive damage to the helicopter. CAA RESPONSE: Investigation ongoing.
20/6573	Te Kuiti	R44 II	0	0	During an agricultural spraying operation the helicopter flew through a set of power wires. A precautionary landing was carried out. There was

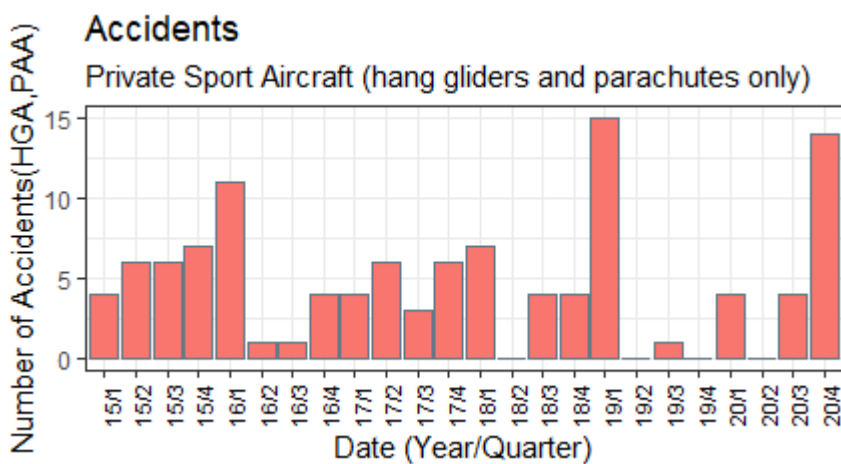
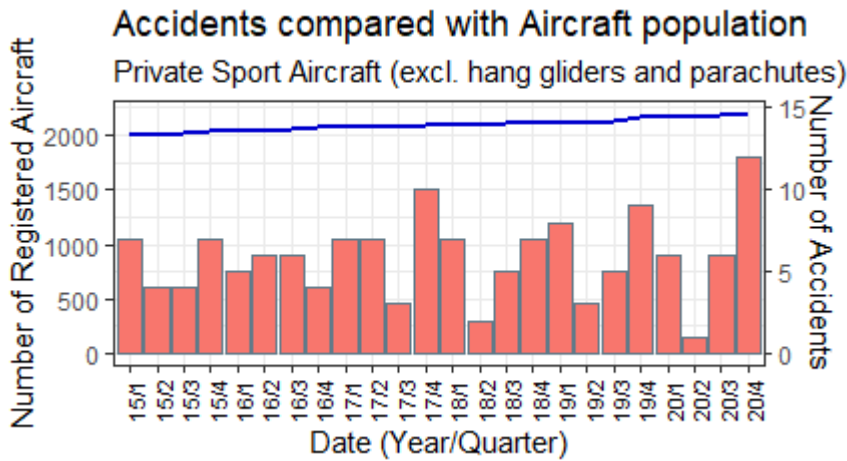
some damage to the main rotor blades and mast.  
CAA RESPONSE: Investigation ongoing.

## Private and Recreational Operations

### Accident rates







## Accidents this quarter

Ref	Location	Aircraft Model	Fatalities	Injuries	Description
20/5992	Tauranga	Lake Model 250	0	0	The aircraft had been cleared to land sealed runway 25, and ATC visually confirmed the landing gear was down. On touchdown the landing gear collapsed and the aircraft slid off the runway coming to a rest in the grass. CAA RESPONSE: No investigation/no further action.
20/6568	Kekerengu	EC 120 B	2	3	Fatal Helicopter Accident. The helicopter on approach was observed to turn and commenced a spiral descent impacting the beach/sea. There were two fatal injuries, and three serious injuries. CAA RESPONSE: The Transport Accident Investigation Commission are investigating the accident.
20/6952	Tekapo	Cabri G2	0	0	A loss of power resulted in a heavy landing. CAA RESPONSE: No investigation/no further action.

<i>Ref</i>	<i>Location</i>	<i>Aircraft Model</i>	<i>Fatalities</i>	<i>Injuries</i>	<i>Description</i>
20/5960	Bellfield Station	R22 Beta	0	0	The tail rotor blades came into contact with a tree and departed the aircraft. The pilot put the aircraft onto the ground upright, but the main rotor blades struck a tree. CAA RESPONSE: Investigation closed.
20/5938	Balclutha	SE-5A U/L	0	0	On landing the pilot lost directional control in a light quartering tail/crosswind, veered off the vector into knee high grass causing a slow speed tip over. CAA RESPONSE: No investigation/no further action.
20/5131	Whakatane	P2002 Sierra UL	0	0	While entering the round-out phase for landing at approximately 10 feet above the runway, the pilot allowed the airspeed to decrease to the extent that the aircraft stalled. The aircraft contacted the runway with a high rate of descent resulting in failure of the left main and nose undercarriage assembly. The left wing, and propeller were significantly damaged. CAA RESPONSE: Investigation closed.
20/5774	Thames	NA	0	0	On landing, dragged left wingtip on the ground and spun the glider. There were no injuries however glider had a broken downtube CAA RESPONSE: No investigation/no further action.
20/5796	Canterbury	NA	0	1	The hang glider pilot sat down too early during the takeoff. The harness touched the ground and wing overshot prior to launching. The pilot sustained some grazing to their right shin. CAA RESPONSE: No investigation/no further action.
20/5937	Poerua River	NA	1	0	A pilot was fatally injured after their powered paraglider crashed. CAA RESPONSE: Investigation ongoing.
20/7035	Rangiora	Zenair CH701 STOL	0	0	On touch down the aircraft skidded to the right and made contact with bushes at the side of the chosen landing area. This may have been due to inadvertently having one brake partly on. CAA RESPONSE: No investigation/no further action.
20/6565	Nelson	Arcus M	0	1	During take-off roll wing tip got caught in long grass causing loss of directional control. The glider then impacted the boundary fence. There were minor injuries to the pilot CAA RESPONSE: No investigation/no further action.
20/6921	Omaka	Evektor Harmony	0	0	The nosewheel collapsed on landing. CAA RESPONSE: No investigation/no further action.

<i>Ref</i>	<i>Location</i>	<i>Aircraft Model</i>	<i>Fatalities</i>	<i>Injuries</i>	<i>Description</i>
20/6841	Auckland	NA	0	1	The paraglider pilot tripped and stumbled during takeoff, resulting in them being pulled into the hill and suffering bruising and a hairline fracture below their elbow. CAA RESPONSE: No investigation/no further action.
20/6122	Rangiora	Terrier 200	0	0	On landing the nose wheel collapsed. CAA RESPONSE: No investigation/no further action.
20/5846	Pukaki	S4 Coyote	0	0	The aircraft had a ground loop on landing. CAA RESPONSE: No investigation/no further action.
20/6173	Canterbury	NA	0	1	On a cross wind landing the paraglider pilot did not turn into wind enough, came into land with speed and had a hard landing, fracturing their left ankle. CAA RESPONSE: No investigation/no further action.
20/6208	Te Awanga	NA	0	2	The paraglider pilot tripped during takeoff and didn't manage to stop the wing, which was inflated and moving with wingtip close to a hill. The pilot and passenger fell onto slope and glider dragged them sideways. CAA RESPONSE: No investigation/no further action.
20/6889	Whakatane	Storch U/L	0	0	The microlight pilot was observed to lose directional control during a crosswind landing, sustaining some damage to their aircraft. CAA RESPONSE: No investigation/no further action.
20/5320	Taupo	NA	0	0	Parachutist injured their shoulder on exiting the aircraft. CAA RESPONSE: No investigation/no further action.
20/5585	Waiiau Pa	NA	0	1	A motorised paraglider pilot was seriously injured after the lift riser failed on takeoff. CAA RESPONSE: No investigation/no further action.
20/6163	Auckland	NA	0	1	Powered hang glider wing oscillated during the takeoff run and drew the trike onto its side. Minor injury to pilot. CAA RESPONSE: No investigation/no further action.
20/6839	Taylor's Mistake	NA	0	1	The paraglider pilot hit a thermal close to ground, causing some loss of control and hard landing. CAA RESPONSE: No investigation/no further action.
20/7017	Marlborough	NA	0	1	The paraglider pilot misjudged their final turn in rapidly dropping conditions. Landed heavily and broke their right heel. CAA RESPONSE: No investigation/no further action.

<i>Ref</i>	<i>Location</i>	<i>Aircraft Model</i>	<i>Fatalities</i>	<i>Injuries</i>	<i>Description</i>
20/6040	Auckland	NA	0	0	The motorised hang glider skewed to one side during takeoff. Aborted takeoff, glider collapsed onto motor, prop damaged. CAA RESPONSE: No investigation/no further action.
20/6069	Auckland	NA	0	1	Parachute surged violently forward in descent, dislocating pilot's shoulder. Control was substantially compromised for a short time. The pilot was restricted to performing gentle left turns to lose height. Approximately 15 minutes after dislocation the shoulder reset itself - pilot elected to continue flying the competition task. CAA RESPONSE: No investigation/no further action.
20/5525	Pukeatua	B22 Bantam	0	1	Forced landing accident. Had departed from a rural airstrip near Pukeatua when it experienced an engine failure after take-off. The pilot was attempting to return to land on the strip but landed short in a nearby paddock coming to rest on sloping terrain. CAA RESPONSE: investigation closed.
20/6202	Kaitoke Airstrip	Sabre 503	1	0	Fatal Class 2 Microlight accident. A witness located close to the Kaitoke airstrip observed/heard the aircraft flying in the vicinity. A thump was heard with engine noise no longer evident. Emergency services located the aircraft suspended in bush adjacent to the airstrip. CAA RESPONSE: Investigation ongoing
20/5151	Mercer Airfield	Homebuilt Gyrocopter	0	1	On takeoff the pilot let the rotor build up speed (up to maximum RPM). When the nose started to lift they pushed forward on the stick to bring nose wheel down. The nose wheel was off centre, causing the aircraft to skid and roll. The aircraft came to a rest backwards in the south drain. CAA RESPONSE: No investigation/no further action.
20/6238	Raglan	P2002 Sierra MK II	0	0	The port wing dropped immediately before touchdown and contacted ground, probably due to wind shear. CAA RESPONSE: No investigation/no further action.
20/6842	Queenstown	NA	0	1	The paraglider pilot lost control shortly before landing and landed hard. CAA RESPONSE: No investigation/no further action.