

Annexes E through L list the CAA recorded occurrences by aircraft type. Within each annex the occurrences for that aircraft type are ordered by occurrence category. The categories codes are listed below. Within each category the occurrences are ordered by date, earliest to latest.

Class	Description	Notes
0	Unknown	No description recorded in CAA database
1	Vertical Stabiliser	
2	Landing gear	Includes wheels, tyres, brakes, and steering faults.
3	Wing Attachments	
4	Engine Mount	
5	Piston Engine	
6	Turbine Engine	
7	Operational Error	Accident due to crew error
8	Propeller	
9	Performance	Accident on takeoff or shortly thereafter in which aircraft performance was a factor.
10	Electrical	All electrical faults including radio/nav/coms
11	Controls	Control system defective, primary controls, flaps and trim (not steering)
12	Fuel system	Fault with fuel system components (low fuel in ops error)
13	Horizontal Stabiliser	
14	Main Wing	
15	Fuselage	Including doors cowlings and canopies
16	Pilot medical	

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	P/N	Part S/N	TAIC Reference	Class	Total
91/812	DEF	MA	1/01/1901	EGX	WHANGAREI						0	1
89/36	ACC	MA	6/04/1989	CTO	NR MOA CREEK	Still under investigation				89-039	0	2
91/118	DEF	MA	1/03/1991	EMB	NAPIER						0	3
91/119	DEF	MA	15/03/1991	CBG	NAPIER						0	4
91/122	DEF	MA	24/03/1991	EMB	NAPIER						0	5
91/150	DEF	MA	11/04/1991	EMV	BLENHEIM						0	6
91/399	DEF	MA	12/08/1991	DZM	MARSTERTON						0	7
91/440	DEF	MA	25/08/1991	CBG	NAPIER						0	8
91/809	DEF	MA	5/09/1991	EMV	GISBORNE						0	9
91/905	DEF	MA	30/09/1991	EMU	PALMERSTON NORTH						0	10
91/894	DEF	MA	30/10/1991	CMN	WHANGAREI						0	11
91/906	DEF	MA	30/10/1991	CMN	PALMERSTON NORTH						0	12
91/1218B	DEF	MA	29/12/1991	BOF	KAWERAU						0	13
92/174	DEF	MA	4/02/1992	CRY	WHANGAREI						0	14
92/1074	DEF	MA	27/03/1992	DLQ	NOT STATED						0	15
92/1107	DEF	MA	14/04/1992	EGI	MOSGIEL						0	16
92/1751	DEF	MA	15/05/1992	CRF	UNKNOWN						0	17
92/1671	DEF	MA	5/06/1992	CBG	NAPIER						0	18
92/2207	DEF	MA	27/06/1992	DMV	UNKNOWN						0	19
92/2434	DEF	MA	10/08/1992	EUG	UNKNOWN						0	20
92/4531	DEF	MA	29/11/1992	CMK	WANGANUI						0	21
93/259	DEF	MA	11/01/1993	DLQ	HAMILTON						0	22
93/350B	DEF	MA	28/01/1993	DZF	10NM DANNEVIRKE						0	23
93/901	DEF	MA	29/01/1993	EGK	WANGANUI						0	24
93/793	DEF	MA	11/02/1993	EMO	PALMERSTON NORTH						0	25
93/1507	DEF	MA	22/02/1993	CQB	MOSGIEL						0	26
93/1548	DEF	MA	18/03/1993	CMZ	HAMILTON		HUB		CT86		0	27

94/83	ACC	MA	13/01/1994	CMK	Otupae Stn, 20 NE Ta	tba						0	28
94/554	DEF	MI	3/02/1994	DZO	HAMILTON				51108			0	28
94/2122A	DEF	MI	10/05/1994	EMX	HAMILTON							0	29
94/4694	ACC	CR	22/12/1994	BII	N Waimate							0	30
02/2253	INC	MI	24/07/2002	DJE	Hamilton	Immediately after becoming airborne the pilot of the Fletcher reported that he was making a precautionary landing. He landed safely in the lucerne beyond the grass runway and taxied back to the maintenance hangar.						0	31
05/3734	INC	MA	19/11/2005	DZC	Riwaka	RCCNZ reported that Nelson Tower received a Mayday call from ZK-DZC. The aircraft was making a forced landing at Riwaka. The pilot later radioed the tower and advised that he had landed safely and did not require assistance.						0	32
07/4039	ACC	CR	10/11/2007	EGV	Opotiki	The aircraft went overdue on a crop dusting sortie and was later found to have collided with some trees and crashed into a gully. The pilot was killed.						0	33
08/2505	DEF	MI	5/06/2008	EMW	Hamilton	Operator reported that on an unscheduled maintenance phase found bracket 243665R (modified to TEL-02-008-4) cracked lower beside weld	Lower R/H Bracket					0	34

72/78	ACC	MA	22/08/1972	BIH	REREWAKAAI TU	During a sowing run the fin of the aircraft collided with a 12-gauge steel wire suspended 150 ft above a gully and carrying power to an electric fence in an adjoining paddock. the aircraft remained controllable and was flown back to the strip.				72-085	1	1
73/70	ACC	MA	8/05/1973	CMK	MARYBANK	In flight separation of the fin and rudder occurred during a ferry flight to base. severe corrosion had weakened the vertical spar to an extent that it failed during a lefthand turn. the aircraft then entered a lefthand spiral dive but recovery was made with sufficient height to enable an emergency landing to be made.				73-067	1	35
75/123	ACC	MA	17/11/1975	CZA	TAHORA	At end of sowing run pilot initiated a climb to make another run but found elevator jammed in forward position. forced landing made. aircraft touched down heavily on a small flat area on otherwise rugged terrain. investigation revealed that forward attachment of fin had failed due to progressive corrosion. fin and rudder had then folded backwards across the tailplane.				75-119	1	36

76/125	ACC	MA	4/11/1976	BSM	PIRONGIA	Failure of the forward fin attachment fitting due to severe corrosion caused the fin and rudder to separate in flight. control difficulties resulting in the aircraft being forced to land on inhospitable terrain and slide over a bank.				76-121	1	37
82/34	ACC	MA	30/03/1982	EGH	MAUNGAKAR AMEA	The fin forward attachment fitting failed in normal cruising flight. the pilot executed an emergency landing without further incident. a fatigue fracture had initiated from the heavily corroded surface of the fin fitting which had finally failed in tensile overload.				82-025	1	38
83/102	ACC	MA	16/11/1983	BIX	WHARENUI STN	At the completion of a sowing run the pilot flew the aircraft in a steep turn to position for a further run on the reciprocal track. during the turn he heard a 'bang' from the rear fuselage area and decided to jettison the remaining load and land the aircraft. inspection of the aircraft after landing revealed that its rudder had folded a fore and aft crack.				83-104	1	38
92/3231	ACC	CR	9/10/1992	BDS	Wainui	Hit wire, damaged fin	RUDDER FIN	242340	93		1	39
92/3810	ACC	MA	13/11/1992	BOF	Orini	Encountered severe downdraft, hit wires	FIN & RUDDER				1	40
95/317	ACC	CR	16/02/1995	BPY	NGATEA	FIN FOUND 500M FROM CRASH SITE. VERTICAL STABILISER. PILOT ATTEMPTED TO LAND, LOST CONTROL = CRASHED.	Fin attach fitting	243017-2			1	41

97/1451	DEF	MA	11/04/1997	CZA	WANGANUI	The elevator hinge attaching to the fuselage on the left hand side broke cracking around the rear bulkhead. This caused a complete separation of the hinge from the bulkhead.	Elevator hinge				1	42
01/3269	DEF	MA	20/09/2001	EGV	Dargaville	The pilot reported that the rudder pedal suddenly locked into a fully deflected position. He managed to land safely at Dargaville where he discovered that the whole tailfin had rotated through 180 degrees on its remaining bracket and was hanging off.					1	43
02/1578	DEF	MI	16/04/2002	EGS	Feilding	Investigation of fin IAW DCA/FU24/173 found scratches and scoring around skin.	Forward skin of Fin	242308-2			1	44
02/1167	ACC	CR	18/04/2002	EGO	6 SSE Masterton	The tail fin separated in flight; the aircraft struck a ridge and caught fire. The pilot was killed and the aircraft destroyed.	Tail fin (vertical stabiliser)				1	45
03/1899	DEF	MI	29/06/2003	EMN	Gore	The 'flutes' between the elevator hinge P/N 242235 and fitting P/N 242237 were found cracked.	Main beam web	242208			1	46
03/1964	DEF	MI	2/07/2003	DUJ	Masterton	Several cracks were found in leading edge and central rib of the tail fin of a Walter powered Fletcher when it was removed for painting	Tail fin				1	#REF!

03/2967	DEF	MI	26/09/2003	EUH	Wanganui	Bad corrosion was found on the vertical fin leading edge skin, in the area of the front mount bulkhead, during the aircraft's first 100 hour inspection.	Corrosion		242308-2		1	#REF!
03/3295	DEF	MI	13/11/2003	DUJ	Masterton	Multiple cracks were found in the skin and internal ribs of the airframe. This is a Walter Fletcher.	Multiple cracks				1	#REF!
04/3155	DEF	CR	29/09/2004	JLU	Masterton	It was reported that the pilot heard a loud bang whilst in flight. The aircraft landed safely and was inspected by an engineer. The investigation revealed that the main wing spar web had fractured.	Wing Spar Web		234		1	#REF!
05/3727	ACC	CR	22/11/2005	DZG	Whangarei	RCCNZ reported that the aircraft was carrying out a transit flight from Kaikohe to Whangarei and was reported to be missing. After an extensive search the aircraft was found destroyed in Pukenui Forest.					1	#REF!
06/556	DEF	MA	8/02/2006	JLU	Masterton	The internal ribs of the Walter Fletcher vertical stabiliser were found to be broken and cracked.	Internal Ribs	242340			1	#REF!
06/2830	DEF	MI	14/07/2006	CML	Hamilton	A crack was found on the fin leading edge skin starboard side between the leading edge and middle rib doubler P/N 242337R. The crack was on the doubler centre line in a horizontal direction and about half an inch	Leading edge skin	242308 - 2			1	#REF!

06/3094	DEF	MI	15/08/2006	DJE	Nelson	While the aircraft was in for a scheduled 100 hour inspection a large number of 'working rivets' were noticed on the stabilator.	stabilator				1	#REF!
06/3537	DEF	MI	7/09/2006	EMT	Palmerston North	Whilst complying with DCA/FU24/176 cracks were found on the leading edge skin from working rivets. Chafe marks made by the dorsal fairing were also evident.	Leading edge skin and ribs				1	#REF!
06/3543	DEF	MI	20/09/2006	EGI	Gore	It was reported that the aircraft was under going 4 yearly inspection when the leading edge fin was found to have crack in it.	Leading Edge Fin	242308-2			1	#REF!
70/33	ACC	MA	10/03/1970	CTI	HASTINGS	While the aircraft was making a normal landing the right undercarriage leg separated. the aircraft slewed to the right, incurring substantial damage				2147	2	1
70/72	ACC	MA	10/08/1970	CFQ	TAURANGA	During takeoff an undercarriage leg separated but remained attached to the aircraft by the brake line. the underside of the aircraft was damaged by the loose wheel during the subsequent landing. separation of the leg was due to a torque link bolt failure.				2152	2	2

70/76	ACC	MA	25/08/1970	BXZ	TUTIRA	While making a lefthand turn to position for takeoff during topdressing operations from a steep strip, the left wheel brake failed and the aircraft swung to the right into scrub, eventually coming to a sudden stop against a tree near the lower end of the strip. pin-hole corrosion was found in the brake line (part no. ja/fu24/38-2) and had resulted in loss of fluid.				2154	2	3
72/29	ACC	MA	25/02/1972	BIK	TWIN BRIDGES	Failure of the lower steering tube resulted in a violent nose-wheel shimmy during the landing roll. this caused the check cables to fail and allow the oleo piston-nose-wheel assembly to separate from the aircraft.				72-025	2	4
74/27	ACC	MA	24/02/1974	BHJ	TAIHAPE	Just after a touchdown on an uphill slope the nosewheel tyre burst causing damage to the nose leg and firewall before the aircraft could be brought to a stop.				74-061	2	5
76/18	ACC	MA	21/01/1976	DEQ	PALMERSTON NTH	The left hand wheel assembly separated from the aircraft at liftoff due to failure of the brackets (p/n 245146) which attach it to the scissors link				76-014	2	5

76/41	ACC	MA	9/03/1976	BHY	WHANARUA BAY	During a takeoff run the starboard undercarriage leg collapsed due to a fatigue failure of one of the lower clamping bolts. loss of tension in the bolt and operation on rough airstrips was the probable initiating factor in development of the fatigue crack.				76-037	2	6
77/45	ACC	MA	12/03/1977	CMK	PAHIATUA	Following an 'explosion' during the takeoff run a persistent vibration influenced the pilot to jettison the load and make a forced landing straight ahead. the vibration resulted from a nosewheel tyre blowout.				77-045	2	7
77/71	ACC	MA	11/05/1977	CWQ	WAIRAMARA MA	During the landing roll the left wheel separated from the aircraft due to the failure of the 3 bolts attaching the lug to the piston. one of these bolts had broken some time previously.				77-074	2	8
77/137	ACC	MA	25/11/1977	BIK	NR GISBORNE	The right mainwheel separated from the airframe during takeoff. the pilot returned to gisborne airport and made an uneventful emergency landing				77-137	2	9
78/55	ACC	MA	28/03/1978	DYX	NR KAITAIA	After a normal touchdown, one undercarriage leg slowly collapsed. four attaching bolts had sheared in overload probably as a result of the wheel hitting a small ridge several days previously.				78-059	2	10

78/56	ACC	MA	28/03/1978	DEQ	MILTON	On the first flight of the day the pilot selected a takeoff heading which resulted in the aircraft travelling over two pronounced depressions to the right of the correct takeoff path. contact with the far slope of these depressions resulted in substantial damage to the left undercarriage and adjacent wing area.				78-065	2	11
78/57	ACC	MA	29/03/1978	CBE	TE AKAU	During a break in operations, two sheep followed some resupplying fertiliser trucks onto the airstrip. the pilot failed to check the convex strip was still clear of stock prior to recommencing operations and the aircraft struck one of these sheep on the first takeoff. one undercarriage leg collapsed during the subsequent landing at the base aerodrome.				78-052	2	11
78/84	ACC	MA	27/06/1978	DUH	OTAMARAKAU	The right wheel fell from the undercarriage on liftoff and the aircraft settled onto one flap during the subsequent landing. the lower scissor bolt had sheared, having been weakened when the wheel struck an obstruction on an earlier occasion.				78-087	2	12

78/141	ACC	MA	31/10/1978	BHK	KUROW	One of the aircraft's tyres was punctured by a sharp stone during takeoff. in the subsequent landing with a flat tyre, the aircraft slewed into an adjacent fence, and the undercarriage collapsed.				78-142	2	13
79/114	ACC	MA	26/09/1979	DJF	SPRINGS JNCTN	The aircraft sank after liftoff and the left main wheel struck some ditch diggings damaging the undercarriage. on landing the damaged undercarriage leg separated from the wing				79-117	2	14
80/102	ACC	MA	19/09/1980	EMA	NR OAMARU	The left undercarriage leg collapsed after landing. one attachment bolt was found to have been partially fractured before landing and the final failure of this bolt resulted in overload failures of the remaining bolts.				80-111	2	15
81/55	ACC	MA	10/05/1981	EMD	TIRAUMEA	When the aircraft was approaching to land in gusty wind conditions it struck the ground heavily just before the threshold and the right main undercarriage separated from the wing.				81-054	2	16
82/65	ACC	MA	13/07/1982	DSL	MAUNGANUI	A brake caliper failed on landing. to avoid over-running the strip and going down the steep hillside the pilot deliberately collided with the fertiliser bin.				82-066	2	16

84/14	ACC	MA	1/02/1984	CLO	MAHOENUI	During the takeoff run the aircraft started pulling to the right so the pilot jettisoned the hopper load. the aircraft then became airborne normally but when it landed its right mainwheel fell off.				84-012	2	17
84/85	ACC	MA	24/08/1984	DUH	NR TANEATUA	Several sheep were standing near the threshold of the strip when the aircraft arrived overhead. the pilot attempted to land over the sheep but a wheel hit one damaging the undercarriage leg which folded rearwards.				84-086	2	18
85/37	ACC	MA	19/04/1985	EGS	NR MASTERTON	As the aircraft became airborne the right hand main oleo leg separated from the wing. the aircraft was landed at masterton aerodrome but the wing flap was damaged at the end of the landing run.				85-040	2	19
86/44	ACC	MA	12/05/1986	EGU	WHANGAREI AD	While landing at his base aerodrome during evening civil twilight, deteriorating light conditions caused the pilot to misjudge his roundout. the nosewheel struck the ground just short of the runway and collapsed. the aircraft slid onto the runway on its nose.				86-043	2	20
86/54	ACC	MA	4/07/1986	EMD	IHURAUUA	The right tyre burst during takeoff. aircraft ran off the side of the airstrip and down a steep bank.				86-055	2	21

88/7	ACC	MA	11/01/1988	JAC	NR KAIKOHE	During takeoff an undercarriage bolt failed causing a swing to the left. the aircraft became airborne off the side of the strip and was landed on two wheels at its base aerodrome.				88-007	2	22
88/35	ACC	MA	8/04/1988	EMO	OTAMAURI	A tailwind caused the aircraft to sink after takeoff. the left main undercarriage struck a bank and separated from the aircraft.				88-035	2	23
89/48	ACC	MA	11/05/1989	BIV	HIKATAIA	The aircraft's left undercarriage leg rotated in azimuth on the takeoff run on a sloping airstrip. the pilot was unable to prevent the aircraft running off the strip and plunging down a 75 m drop. the main undercarriage leg had failed due to a previous overload.				89-049	2	23
89/85	ACC	MA	29/10/1989	EGW	NR OPUNAKE	During takeoff the left tyre blew out causing the aircraft to swerve. the pilot abandoned the takeoff but was unable to stop the aircraft before it struck a ditch and a bank where it came to rest.				89-089	2	24

90/88	ACC	MA	18/06/1990	JAL	NR RUAWARO	After takeoff the left main wheel and piston assembly detached from the aircraft. the fletcher was flown to hamilton aerodrome where it was landed without further damage. the lower link attachment bolt had failed due to torsional fatigue caused by the bolt binding in its surrounding bush.				90-090	2	25
90/107	ACC	MA	19/09/1990	DMS	Glen Lyon	Nose gear collapsed after landing					2	26
92/1942	INC	MA	28/06/1992	DMV	INBOUND FIELDING	RECEIVED JOINING INSTRUCTIONS FOR LEFT BASE RWY 7. PIC ADVISED HAD NOSE WHEEL PROBLEM. A/C LANDED SAFELY AT 2055					2	27
94/1205	INC	MA	26/02/1994	CKA	TAHAROA	.	Port wheel				2	28
94/4476	ACC	CR	24/11/1994	JAC	Kaikohe Ad	Undercarriage collapsed	UPPER LINK BOLT	AN6-26			2	29
94/4454	INC	MI	1/12/1994	EMT	NEW PLYMOUTH	PILOT RANG TO ADVISE ARRIVING WITH POSSIBLE FLAT TYRE. LANDED NO PROBLEMS					2	30
94/4689	DEF	MI	16/12/1994	DZN	WANGANUI	NOSE WHEEL STEERING LINKS		245235			2	31
95/1002	ACC	CR	12/04/1995	DLQ	NEW PLYMOUTH	JOINS OVERHEAD NORDO OBSERVED PORT UNDERCARRIDGE MISSING EMERGENCY SERVICES ACTIVATED. AIRCRAFT LANDS SUCCESSFULLY.	Bolt				2	32

95/2830	DEF	MA	14/08/1995	MAT	S WHITIANGA	During take off run top undercarriage leg socket Part No. 245106 failed (right mainwheel), allowing wheel to rotate 90°. This caused loss of directional control. Oleo subsequently dropped out of cylinder and aircraft came to rest with one wing resting on ground.	LUG & BOLT	245106			2	32
96/1589	ACC	CR	4/05/1996	EMT	Parihaka	At lift off the starboard main undercarriage separated from the acft due to failure of the upper bolt. On the subsequent landing the starboard outer panel was damaged after contacting an earth bank. subsequent minor damage to rib end of centre section as assembly found.	Torque link bolt				2	33
96/1878	DEF	MA	17/06/1996	EGU	NGAROMA	A 'bang' was heard from nose gear vicinity on rotation, rudder peddles felt different, from past experience I was aware the steering linkage had broken. Ascertained nose gear was still on aircraft (shadow on ground), made decision to proceed to Hamilton for repairs.	LINK ASSY	245235			2	34
96/2414	ACC	MI	7/09/1996	DHD	Pourere Road	Landing uphill on topdressing strip, in sink, hit lip of depression in strip. RH u/c leg collapsed.					2	35
96/3572	DEF	MA	7/12/1996	CZA	WANGANUI	Brake Disc. Corrosion around weld area attaching cup shaped mild steel pressing to disc, causing failure and separation of disc.	Disc				2	36

97/650	DEF	MA	14/02/1997	DHE	AUCKLAND	The incoming crew reported the aircraft was slow to taxi and required more power than usual. A noise was heard when applying the parking brakes. On a walk around the crew found that the number 4 main wheel inner shaft was fractured.	Wheel	2605759			2	37
97/1316	INC	MI	22/04/1997	BOG	LUMSDEN	Suspected acft starboard wheel missing. Local standby implemented. Acft landed successfully with all wheels intact. Emergency services stood down.					2	38
98/3041	ACC	CR	10/11/1998	EUF	Geraldine	ZK-EUF(Fletcher) had just finished doing some top dressing and was landing on a strip. Once the aircraft's wheels touched the ground the nose leg gear collapsed causing substantial damage to the aircraft.					2	38
99/234	ACC	MA	8/02/1999	DZC	Paturau	The aircraft approached in a slight downwind and encountered a downdraft close to the ground. The pilot undercorrected and the right main landing gear became detached when it touched down short of the airstrip. The right wing was damaged as it settled onto the strip surface.					2	39
00/92	ACC	MA	17/01/2000	DUJ	Wangaehu V	On landing the front oleo collapsed, and the aircraft flipped.					2	40

00/1002	DEF	MI	15/03/2000	DEQ	NORTHLAND	②An inspection was carried out as required by DCA/FU24/142A and cracking was found around the torque tube bearing face.	Torque tube	245259-4			2	41
00/2483	DEF	MI	27/03/2000	DEQ	KOHUKOHU	Once the aircraft touched down it began to roll to the left followed by the right wing moving down contacting the ground. Pilot was unable to raise the flaps in time and aircraft suffered minor damage to flaps and outer wing panel. A visual check confirmed that the right main undercarriage leg had come off.	Lug bolts	AN5-36A	Lug 245106		2	42
01/2216	DEF	MI	28/05/2001	DZN	Wanganui	The right hand brake calliper mount broke while the Fletcher was turning in the loading area.	Brake caliper mount				2	43
01/3898	DEF	MA	5/10/2001	LTF	Wanganui	While taxiing on a farm strip the nose wheel steering link shaft broke off at the lower pin clevis hole.	Steering link				2	44
01/3701	DEF	MA	30/10/2001	EME	Dargaville	As the Fletcher Fu24 took off the left lower undercarriage leg, piston and wheel fell off.	AN6 bolts				2	45

01/4100	ACC	MA	12/12/2001	EGO	Rangitumau	The pilot was positioning the aircraft for agricultural operations, and was making his first landing for the day on the strip. The one-way strip was relatively short, and the pilot anticipated poor braking action because of the long, dewy grass. On touch down, the left main undercarriage struck a sharp lip at the threshold of the strip; the lip was concealed by the long grass. The undercarriage leg separated from the aircraft which slid to a halt on its left wing.					2	45
02/75	ACC	MA	15/01/2002	DDW	Waikaia	While on take-off roll, it seemed that a tyre blew out, slewing the aircraft off the strip. The right undercarriage leg folded and there was also damage to the righthand flap. There was only half a load onboard.					2	46

02/2051	ACC	MA	2/05/2002	EFM	Masterton	The left hand main undercarriage collapsed on landing on a farm strip after the top sissor link attachment bolts snapped. Damage was sustained to the left hand undercarriage, outer wing, aileron and flap. Repairs were carried out to enable the aircraft to be ferry flown back to Masterton. Extensive repair work was carried out at Masterton including disassembly of the centre wing.	Top sissor link bolt	AN6-26			2	47
02/1581	DEF	MI	13/05/2002	CCT	Hamilton	The top undercarriage link bolt broke in half when the a/c was turning on muddy ground. It was sent for analysis and replaced.	Top link bolt	MS 21250-06036			2	48
02/1643	DEF	MI	15/05/2002	EGK	Wanganui	The left undercarriage leg had leaked out its hydraulic fluid and lost its pressure. Inspection revealed a crack below the lower clamp	Main U/c cylinder	24 5120			2	49
02/3585	DEF	MI	14/11/2002	DZN	Stratford	The port tyre blew on takeoff. The pilot was unaware and continued the sortie normally and on landing was able to maintain directional control	Tyre				2	49
02/3428	DEF	MA	25/11/2002	EMG	Owaka	The aircraft had just landed when the port undercarriage leg collapsed causing minor damage. The pilot was not injured.	Scissor link lower bracket.				2	50

02/3689	ACC	MA	19/12/2002	DZC	Nelson	Significant event. The pilot was engaged in topdressing when just after take off from the airstrip the pilot realised that the port main landing gear was missing. The pilot flew to Nelson Airport where he made a successful landing on the remaining undercarriage.	Scissor Link Top Bolt					2	51
03/1339	ACC	MA	4/02/2003	CZB	Ashhurst	The pilot noticed a major vibration from the left wheel during the take off so the load was dumped. As the aircraft became airborne he noticed in the mirror that the main left wheel and oleo had fallen off.	Lower torque link bolt	AN6-53				2	52
03/825	INC	MI	17/03/2003	DMU	Napier	During the landing rollout the pilot had difficulty steering the aircraft.	Not established					2	53
03/958	DEF	MI	23/03/2003	JAL	Hamilton	JAL hit a rock on takeoff breaking the caliper attach pins and the hose fittings from the cylinder assembly.						2	54
03/2968	DEF	MI	26/09/2003	EUH	Wanganui	The left main under carriage cylinder and clamp were found badly corroded during this new aircrafts first 100 hr check. ☐	MLG Cylinder					2	55
03/3040	ACC	MA	26/10/2003	JLU	Bideford	As the aircraft took off it sank back onto its right main undercarriage, which broke the leg off the aircraft. The load was spread and it then flew back to Masterton and made a safe landing with no other reported damage.						2	56

03/3205	ACC	MA	11/11/2003	JLU	Hinakura	Just before touchdown the aircraft experienced a down draught and struck the airstrip hard. It bounced approximately 60 meters before touching the ground again when the aircraft's nose wheel collapsed and folded back and the aircraft slid about another 60 meters up the airstrip on the aircraft's propeller.	Nose steering Link assembly	245235	234		2	56
04/307	DEF	MI	23/01/2004	CBA	Unknown	It was reported that the bottom forward under carriage clamp bolt broke which allowed the outer portion of the lower clamp to go rearwards, bending the lower back bolt allowing the cylinder to go rearwards.	NAS Bolts u/c cylinder attach				2	57
04/854	DEF	MI	5/03/2004	EMG	Gore	It was reported that half of the main wheel rim broke off on take-off with load.	Hub rim broken	245240-2			2	58
04/1117	ACC	MA	12/03/2004	EMW	Kinohaku	It was reported that on roll out after landing the starboard wheel dropped into a 10 inch slump in the airstrip, resulting in the main undercarriage leg breaking at the cylinder 5 inches below the skin at the wing. The aircraft slid for 30 metres before coming to rest.					2	59
04/1639	DEF	MI	26/04/2004	BDS	Otapiri	It was reported that the hub rim separated from the base. This was found on landing.	Wheel Hub				2	60

04/1966	DEF	MA	6/06/2004	EMC	Hamilton	It was reported that during repositioning in the hanger, a loud bang was heard. It was found that the steering post/tube assembly had fractured within the lower bearing block. It is evident that this has been fractured for some time.	Nose Steering	08-45661-1			2	61
04/3632	DEF	MI	28/10/2004	EFM	Masterton	The aircraft rolled up to the loader after landing for another load and did a right hand turn. During this turn the left brake was applied but the pedal went straight to the floor with no effect. The aircraft was therefore unable to stop so a decision was made to take off again. Upon return to base it was found that the left calliper was missing.	Left Hand Brake Caliper	069-00200			2	60
05/354	DEF	MI	5/01/2005	NZS	Christchurch	The nose steering/rudder steering post was found cracked as per DCA but was found to have been bent while in service and therefore they were both at different angle positions.	steering post	245259-1			2	61
05/347	DEF	MI	11/01/2005	CBA	Hamilton	Operator reported that the pilot noticed that there was a problem with his wheel. The aircraft was stopped and the wheel was seen to be on a slight angle. The bottom bolt had broken allowing the wheel to pivot.	Bottom Pivot Bolt	AN8-53			2	62

05/374	DEF	MI	8/02/2005	EGK	Wanagnui	It was reported that the right hand brake calliper spigot bolt broke off around the spigot bolt.	RH Brake Caliper	091-10200			2	63
05/1342	DEF	MI	15/04/2005	EGK	Wanagnui	While working off a rough strip the nose wheel steering post broke off at the lower bearing.	Steering Post				2	64
05/1578	DEF	MI	14/05/2005	EGK	Wanganui	The nose wheel steering links lower bolt broke.	Steering link lower bolt				2	65
05/2021	DEF	MI	25/05/2005	EML	Unknown Airstrip	The Fletcher FU24 - 954 (Walter) inner wheel half rim broke off on the airstrip when loaded for the take off; this caused the tube to rupture	Main Wheel	161 - 02200			2	66
06/2386	DEF	MI	27/01/2006	CKA	New Plymouth	The aircraft's nose wheel steering link broke just as power was applied directly after loading.	Lower steering torque tube ass				2	67
06/2387	DEF	MI	15/02/2006	CKA	New Plymouth	The nose wheel steering linkage broke on the take off roll.	Nosewheel steering torque tube				2	67
06/1341	DEF	MI	12/04/2006	EUH	Wanganui	The MLG lower torque link bolt was found to have the head sheared off.	Lower Torque Link Bolt	AN6-53			2	68
06/3067	DEF	MI	17/07/2006	EMW	Te Kopia	Operator reported that during the landing roll the pilot found that steering was limited. On inspection it was found that the nose leg had a broken tube on the steering linkage assembly and one of two safety wires were almost broken through and only hold ing by only a few strands.	Nose Gear	245207			2	69

06/2937	DEF	MI	3/08/2006	EMW	Hamilton	operator reported that the pilot was unable to steer the aircraft during the landing sequence. It was later found that the tube assembly was broken.	Nose wheel steering	245207			2	70
06/3431	DEF	MI	31/08/2006	WLN	Lawrence	It was reported that the aircrafts undercarriage leg broke off about 50mm above the axle after a normal landing.	RH undercarriage piston	11-40009-1			2	71
06/3385	INC	MI	10/09/2006	WLN	Evans Flat	Just after the aircraft had landed the right main landing gear bottom half broke off causing the aircraft to slide a few meters before coming to rest.	Oleo				2	72
06/3609	DEF	MI	23/09/2006	DMU	Napier	One attachment lug broke from the wheel brake cylinder allowing it to detach from the main undercarriage.	Wheel brake cylinder				2	73
06/4746	DEF	MI	10/12/2006	EMW	Waiotira	When the aircraft was on the landing roll and the brakes were applied the RH brake did not work. This resulted in the aircraft narrowly missing the loader.	Main wheel inner hub	245240-2			2	74
06/4830	DEF	MI	22/12/2006	CML	Rerewhakaitu	☒ During take off the pilot felt the steering through the rudder pedals change. The flight was continued as normal and the load sowed but the landing was carried out slow and short to reduce wheel slewing.	Steering Linkage Assembly	245235			2	74

07/379	DEF	MI	21/01/2007	EMW	Purua Whangarei	During the takeoff a small bang was heard and the aircraft veered to the right. The load was spread and the right hand leg was seen to be over extended. Whilst returning to Whangarei the whole leg assembly fell out retained only by the brake hose. During landing the wheel bounced up destroying the right hand flap.	Attachment bolts	AN5-36A			2	75
07/606	DEF	MI	24/01/2007	EMW	Purua, Northland	The aircraft was turning to approach the loading bin when a noise was heard from the undercarriage.	RH Main wheel	245240-2			2	76
07/484	DEF	MI	13/02/2007	EGV	Hamilton	During a routine check the main undercarriage bottom leg attachment fitting was found to be corroded on the lower surface each side of the front attachment bolt hole.	MLG bottom leg attach fitting	245106			2	77
07/4050	DEF	MI	24/10/2007	EMQ	Karitane	The aircraft was loaded and taxiing when the RH main wheel assembly appeared to give way. Engineering investigation revealed that wheel outer hub half had failed around the rim circumference.	Outer wheel half assembly	162-02000			2	78
07/4762	DEF	MI	15/12/2007	EMW	Rotorua	Operator reported that over a 20 hour flight period during early December 07, aircraft has gone through two sets of brake pads.	Brake Pads				2	79
08/1316	INC	MI	25/01/2008	EMW		Operator reported steering linkage broke on landing, stopped as soon as possible - assessed and flew to HN for repair.		245207/245204			2	80

08/1320	ACC	MI	12/03/2008	EMQ	Manitoto	Upon landing the left hand undercarriage leg failed resulting in the aircraft vacating the airstrip and coming to rest on the left wing with substantial damage incurred.	Oleo Cylinder	245120				2	80
08/1234	ACC	MA	26/03/2008	EMT	Dannervirke	As the aircraft rotated for take-off whilst engaged in agricultural operations the left main undercarriage leg failed and fell from the aircraft. The pilot diverted to Dannevirke and landed safely with minor damage to the wing flap horn and stabilator.	AN5-36A Boltsx3					2	81
08/1480	INC	MI	4/04/2008	EMW	Horohoro	The aircraft was becoming airborne with the fifth load of the job when the pilot felt the LH undercarriage sink more than normal. Suspecting an undercarriage problem he contacted his loader driver and asked him to have a look at the left wheel assembly when he flew past,.The driver reported that the left main tyre was mostly off the rim. The pilot flew to HN for repairs and landed successfully.	L/H wheel assembly 245153	245240-1				2	82
08/1539	INC	MI	8/04/2008	EMW	Rerewhakaitu	During the ferry flight to the first job of the day the right brake pedal pressure was lost.On landing the pedal went to the floor with brake pressure lost.☐ Machine was flown to Hamilton for repair.						2	83

08/1695	DEF	MI	16/04/2008	EMW	Rotorua	During pre flight PIC noticed brake fluid below the RH brake caliper. When he checked the brakes before start up the RH brake pedal pressure was lost	MS28775-218	061-01200				2	84
08/3556	ACC	MI	20/08/2008	EGK	Taranaki	Operator reported to RCCNZ that ZK-EGK developed a minor problem that caused aircraft to land in a field in Taranaki. Nose wheel collapsed and prop touched. Minor damage to aircraft, no injury to PIC, Engineer present. Full report to follow.				PWilliams		2	85
08/3917	INC	MI	6/09/2008	JLU	Rotorua	Operator reported during the takeoff phase, a shudder was felt. Pilot continued the takeoff, sowed the load, and landed after making some checks. Found the bearing caliper had broken off, broken the tyre rim and slashed the tyre.						2	85
08/4119	DEF	MI	15/09/2008	DZO	Waikawau	Operator reported that upon landing on airstrip, scissor link on nose leg failed resulting in nose wheel being inoperable from pedal inputs, and wheel free to wander. Aircraft was in slow taxiing role; pilot was able to stop aircraft quickly therefore no risk of leaving rwy.	Tube Assy	245207				2	86
97/2414	DEF	MA	5/08/1997	DZN	WANGANUI	Right hand outer wing panel rear mount was found broken off during a 100 hour inspection, cause unknown.	Outer panel rear mount	241311				3	1

01/2934	DEF	MI	8/07/2001	CZA	Wanganui	During 4 yearly airframe inspection Right Hand lower outer panel mainplane mount lug was found to be badly corroded having wasted to half original thickness.	RH lower mount lug	241573L			3	2
01/3044	DEF	MA	8/08/2001	EFM	Palmerston North	Exfoliation corrosion found in wing/fuselage attachments causing distortion to adjacent rearward frame on left hand side. Photos supplied. Fittings, both left and right sides have been replaced.	Wing fittings	243039 & 253057-2R			3	3
05/2284	DEF	MI	11/07/2005	BXS	Feilding	During an inspection severe wear was found in the left hand wing rear spar to the fuselage mounting attachment fittings.	Rear Spar attachment fittings				3	4
07/843	DEF	MI	14/02/2007	BHK	Mosgiel	On inspection bracket was found with crack near bolt hole.	Rear Wing Outer Panel Attache	241311			3	5
07/1478	DEF	MI	24/04/2007	DZO	Hamilton	Operator reported that the outer wing attachment fitting was discovered with a crack about 20mm long near the attachment bolt hole.	Outer Wing Rear Fitting	241311			3	5
93/5299	DEF	MA	25/10/1993	DJE	WANGANUI		ENGINE MOUNT BOLT LUG	24 3663			4	1
96/2980	DEF	MA	21/10/1996	DZM	MASTERTON	Engine mount - top left mount plate. Plate broken away from tube.	Engine mount				4	2
00/1760	DEF	MA	11/05/2000	DZN	WANGANUI		engine mount frame	2436663			4	3
01/1410	DEF	MA	12/03/2001	EGK	Wanagnui	Engine mount frame top RH engine mount bolt attachment broke off leaving engine mounted on only three bolts.	Engine Mount	24 3661			4	4

01/1377	DEF	MI	15/03/2001	CKA	Hamilton	Bracket 24664 cracked behind the weld on the FWD plate attaching engine bolt to bracket.	Bracket	243664 LH			4	5
01/1378	DEF	MI	16/03/2001	CCT	Hamilton	Bracket cracked see 01/1377	Bracket	243664 LH			4	6
02/3756	DEF	MI	24/10/2002	DUJ	Masterton	The top left engine mount lug was found cracked.	Engine mount lug		196		4	7
02/3293	DEF	MI	31/10/2002	DUJ	Masterton	Engine mount bracket installed in top R/H position in fuselage was found broken. A crack was found to propagate from a half drilled hole	Engine mount attachment bracke	243664			4	8
03/742	DEF	MA	23/02/2003	CKA	Matematonga	The pilot noticed a vibration from the engine. After landing it was found that two bolts from the right hand engine mount had come off. They were refitted and the aircraft was flown back to base for further investigation.	Engine Mount Bolt Nuts	22541N100			4	9
03/613	DEF	MI	24/02/2003	CKA	New Plymouth	Two lower engine mount bolts came out due to loss of nuts. Pilot landed aircraft and nuts were replaced.	Engine mount attachment				4	10
03/1310	ACC	CR	5/05/2003	DUJ	nr Masterton	The pilot heard a loud bang and noticed a gap between the firewall and engine cowling of Fletcher FU24 Walter ZK- DUJ He landed immediately and found the top left hand engine mount to firewall attachment bolt had failed allowing the engine and mount to be displaced.	Attachment bolt	NAS6606-56			4	10

03/1889	DEF	MI	24/06/2003	EMG	Gore	The pilot noticed that a one of 15 rivets were missing from the top left engine mount bracket and two were loose. ☐	Rivets				4	11
04/643	DEF	MI	18/02/2004	EMG	Gore	A crack was found in the engine mount upper left attachment lug starting at the lower edge and propagating upwards.	Attachment lug	TCC07-001			4	12
05/2918	DEF	MI	8/09/2005	JSW	Gore	It was reported that the right hand bottom mount on the fire wall was found to be broken.	Bottom RH Engine Mount	243665r			4	13
06/4372	DEF	MI	22/11/2006	EMN	Gore	Maintianer reported that the lefthand engine mount on EMN's firewall was broken during the aircraft's 100 hour inspection.	Engine Mount				4	14
07/225	DEF	MI	17/01/2007	JSW	Gore	During a routine 100 hour inspection, the righthand engine mount was found cracked.	Engine Mount	TCL 02-008-1			4	15
07/1137	DEF	MA	2/04/2007		Auckland	The pilot reported that the aircraft expereinced vibration and flutter during the cruise, approximately 400 nm west of Auckland. A PAN PAN call was made a decision was made to return to Auckland. Vibration remained until landing but became less noticeable as airspeed was decreased.	Strut support				4	16

07/1292	DEF	MA	3/04/2007	JNX	Te Akau	The Operator reported that the an engine mount bolt broke causing the engine to tilt 50mm during the takeoff run. This in turn jammed all the engine controls which prevented the pilot from shutting down the engine or feathering the prop. He jettisoned the load and ground looped the aircraft. He stayed in it until it was stropped to the ground and shut down later.	Engine attachment bolt	NAS 6606-56			4	16
07/2577	DEF	MI	18/07/2007	EMG	Gore	Operator reported that a crack was found at the aircraft's engine mount.	Engine Mount	TCL-02-010-2			4	17
07/3284	DEF	MI	30/08/2007	WLN	Taieri	During a routine inspection, a small crack was detected originating from the top outboard radius of the top LH engine mount bracket in the fuselage.	Top LH Engine Mount Bracket	TCL 02-010-2			4	18
07/3702	DEF	MA	27/09/2007	EUF	Geraldine	The aircraft aborted the takeoff due to the top left hand engine mount bolt nut failing.	Attachment Bolt and Nut	MS 21043L6 Nut			4	19
01/1631	DEF	MI	6/04/2001	DUJ	Masterton	As part of a turbine engine conversion extra fuel tanks were fitted outboard of the original tanks. Over time a metal panel between the tanks has chaffed against the welding in the fuel tanks body.	Fuel Tanks				5	1
01/2958	DEF	MI	24/07/2001	DUJ	Masterton	Report of frequent "Beta" solenoid failures when in flight in the approach regime.. If pin is not fully engaged then the coil burns out.	Solenoid				5	2

02/1052	DEF	MI	2/10/2001	CBA	Hamilton	The radial flow compressor casing was found cracked. This is a known defect. ☐	radial flow compressor casing	M601-154-8	863036		5	3
01/3702	DEF	MA	30/10/2001	CML	Tahuna	The pilot reported that the aircraft experienced a significant power loss just after takeoff on his 4th sortie of the day. He jettisoned the load and turned back but realised the power available was not sufficient. He made a successful emergency landing in a nearby paddock.	Jam nut				5	3
01/3939	DEF	MI	12/11/2001	DZG	n/k	After the fuel pressure low pressure light came on, pilot then spooled the engine down to 40% and carried out a precautionary landing back onto the airstrip.	fuel filter drain				5	4
02/1054	DEF	MI	14/11/2001	DUJ	Masterton	The radial flow compressor casing was found cracked. This is a known defect.	Radial flow compressor	M601-154-8	873006		5	5
02/1055	DEF	MI	5/02/2002	JLU	Hamilton	Several small nicks were found on the outer circumference of the Power Turbine wheel.	PT wheel and blades		863019		5	6
02/1539	DEF	MI	8/05/2002	EFM	Masterton	While maintenance was being carried out inside the wing it was noticed that the cleats previously installed when modification P.A.C - FU-0299 was incorporated had been cut/removed from inside the wing. These cleats were removed when the aircraft had the Walter STC incorporated	Wing internal cleats	08 - 03066			5	7

02/3203	INC	MA	8/11/2002	EUD	Queenstown	The pilot reported that while climbing through 5500ft the engine started to lose power. PiC instructed the parachutists to jump out. The engine then stopped and pilot made a successful forced landing onto Queenstown airport.					5	8
02/3899	INC	MA	18/11/2002	EMN	Winton	The aircraft had an engine failure on takeoff as a result of water contaminated fuel being pumped into the tanks from a custom built mobile fuel storage tank. The aircraft did not suffer any damage and its fuel lines were flushed out. The storage tank has now been modified by replacing the top cover seal and making the fuel drain accessible.					5	8
02/3867	DEF	MA	29/12/2002	EUD	Jardiines Airstrip	Operator reported that at 10ft agl engine torque dropped below 20%, with the "Power Turbine" (NG) also declining. Pilot cycled power lever to idle then full power but got no response from the engine. A set-up for landing was made, successful landing initiated.	FCU				5	9
03/273	DEF	MA	1/02/2003	CKA	Hamilton Airport	During an engine ground run, after a F.C.U. adjustment and engine at 88% torque. A loud explosion occurred followed by engine spooling down and lots of PT blade material coming out of the exhaust. Engine shut down.	Power Turbine Blade		863036		5	10

03/869	DEF	MA	18/03/2003	DZG	Port Waikato	While investigating a high ITT resistance it was suspected that the ITT probe broke and went out through the power turbine and damaged the blades.	ITT probe				5	11
04/2142	ACC	MA	4/07/2004	JNX	Hicks Bay	During takeoff from an agricultural airstrip the engine stopped producing power. The aircraft was force landed without power onto a river bed with no injuries to the two crew although the aircraft was damaged.					5	12
05/32	ACC	MA	12/01/2005	EFM	Mauriceville	During take off the aircraft's engine burst into flames. The aircraft then veered off the strip and through a fence, damaging the propeller	Comp. turbine blades		844042		5	#REF!
05/184	DEF	MA	17/01/2005	EMG	Gore	The Walter powered Fletcher had a major engine failure while it was taxiing on the ground.	GT guide vane supporting ring		894004		5	13
06/696	DEF	MA	27/02/2006	NZS	Pudding Hill	The aircraft was climbing out and established on a crosswind heading at 800 feet when a loud bang was heard followed by total power loss. A landing was then made on an adjacent runway. Minor damage was sustained to the flap on touch down.	Compressor turbine blades		893013		5	14

06/999	DEF	MA	16/03/2006	JLU	Danevirke	When power was being applied for take off a loud howling sound was heard from the engine. The take off was subsequently aborted. Inspection revealed that the tip of one power turbine blade was missing.	Power turbine		883004		5	15
06/1417	DEF	MI	15/04/2006	DJE	Nelson	It was reported that during a non routine boroscope inspection, damage was noted along with a piece missing from the number 1 compressor turbine blade and also what appeared to be cracking in the compressor heat shield.	Outer flame tube		863035		5	16
06/2183	INC	MI	11/06/2006	JNX	Hamilton	Airways reported that ZK-JNX was a VFR flight into NZHN. On landing on grass RWY25, the aircraft was observed to strike a threshold marker board. The pilot advised that the flight had suffered minor engine problems.	Fuel Control Unit	LUN6590.0 3-8	881023		5	17
06/3198	DEF	MI	25/08/2006	EMQ	Moutere Station	It was reported that the engine lost power on takeoff and the pilot landed the aircraft and went through a fence. Minor damage was sustained to the propeller, tail cone and wing skin.	Fuel control unit FCU				5	18
06/3428	DEF	MA	11/09/2006	DUJ	Masterton	During the ground run after a compressor wash the engine blew up. Flames and smoke were observed coming from the exhaust ducts	GT guide vane ring		852052		5	19

06/3606	DEF	MI	20/09/2006	CCT	Hamilton	During a scheduled inspection of the Walter turbine engine the ITT probe mounting bushings were found to be loose.	ITT Connection bushing					5	19
06/4630	DEF	MI	4/12/2006	EUF	Unknown	During beta operation while taxiing after landing the "BC" lever failed.	BC Lever					5	20
07/2059	DEF	MI	17/04/2007	CCT	Hamilton	It was reported that during the climb out from takeoff from runway 25L the aircraft experienced loss of power and was forced to return for landing. Unanonymous						5	21
07/1280	DEF	MA	18/04/2007	EMW	Maungaturoto	The PT6 turbine engine experienced an uncontrollable overspeed on the turbine. To prevent the airspeed from exceeding the redline the pilot had to shut the engine down and start a glide back to home base. He then had to restart the engine several times to gain height and get close enough to carry out a dead stick landing.						5	22
07/3172	DEF	MI	26/08/2007	EMN		Pilot reported engine down on power.						5	23
08/334	INC	MI	17/01/2008	JNX	Raglan	Operator reported PIC noticed occasional squeak on takeoff which gradually increased to most phases of flight, mainly takeoff and landing in turbulent flight. Flew to Hamilton base for investigation.						5	24

08/315	ACC	MA	30/01/2008	JNX	Raglan	<p>The pilot reported that just before he rotated there was a bang from the engine and he saw flames. The aircraft passed through two fences before coming to a stop down an embankment. The pilot vacated the aircraft before it was destroyed by fire.☒</p> <p>☒ PIC reported earlier this month (21/01/08) that he noticed occasional squeak on takeoff which gradually increased to most phases of flight, mainly takeoff and landing in turbulent flight. Flew to Hamilton base for investigation.</p>						5	25
08/2327	INC	MA	22/05/2008	EME	Hamilton	<p>On the first takeoff after a 150 hour inspection the engine did not produce full power. The pilot elected to continue the take-off and circuted for an uneventful landing.</p>						5	25
08/2439	DEF	MI	4/06/2008	EGW		<p>Operator reported that engineers has reported the FCU Finger filter had been fitted back to front sometime in the past. Found on check.</p>						5	26
70/34	ACC	MA	10/03/1970	CDX	WHATAWHAT A	<p>When the pilot closed the throttle prior to landing, the engine stopped. a forced landing was made in a ploughed paddock beyond the end of the strip.</p>				2107	6	1	

70/90	ACC	MA	10/11/1970	BVU	WHATAWHAT A	During a topdressing operation, engine lost power and stopped, meaning a forced landing on unsuitable terrain. pilot admitted he omitted to refuel aircraft. the aircraft would normally have been refuelled at base and end of previous day but underground tank was empty and pilot going to refuel from loader vehicle at strip in morning. sufficient fuel to reach a.s but need to refuel overlooked.				2170	6	2
71/34	ACC	MA	24/03/1971	CRX	MANGAITI	Engine stopped through fuel exhaustion during a topdressing sortie. pilot attempted down-hill landing on the strip but found it impossible and the aircraft collided with a hedge and plunged into a gully.				71-032	6	3
72/86	ACC	MA	13/09/1972	CLM	NGAROMA	Just after takeoff on a topdressing sortie the engine failed completely. the load was jettisoned and a heavy landing made in hilly country. strip examination of the engine revealed a fatigue failure of the crankshaft gear disrupting the drive to the camshaft and				72-082	6	4

73/56	ACC	MA	29/03/1973	CKJ	L ROTOMAHAN A	Following a power loss the pilot attempted a forced landing on a relatively level hilltop, but during the roll the nosewheel entered a deep depression and was forced rearward and upward into the cockpit floor. fire broke out in the engine bay immediately thereafter and flashed back into the cockpit as the pilot opened the canopy to escape.				73-049	6	4
73/87	ACC	MA	20/07/1973	BXZ	PARIHAUHAU	An engine failure due to a failed piston pin necessitated a forced landing in a small paddock in steep hill country. seeing that we would be unable to stop the aircraft from over-running the paddock and capsizing in a deep gorge, the pilot intentionally guided the aircraft into a tree. his action prevented destruction of aircraft and serious injury or death to both occupants.				73-089	6	5

73/130	ACC	MA	29/10/1973	CDW	NR ORAKEI	Earlier that day 2 forced landings resulted from severe engine vibration and power loss shortly after takeoff. ground runs after rectification work indicated that engine was operating normally. after takeoff from a field, reoccurrence of fault momentarily confused pilot. aircraft stalled and struck ground in incipient spin. sticking valve probably caused rough running				73-129	6	6
75/3	ACC	MA	2/01/1975	CBA	MATAPARA	When the aircraft engine ran roughly a forced landing became necessary. a heavy landing on a soft surface caused collapse of the noseleg. the engine malfunction was due to fuel starvation. due to an incorrectly routed fuel line, 4 gallons remaining in the tank was unusable.				75-016	6	7
75/87	ACC	MA	9/08/1975	BYC	NR TE MATA	During a spraying run the engine ran roughly and a forced landing was made on a gorse-covered ridge. the top piston ring of one cylinder had broken and pieces of ring were found throughout the engine. one piece lodged under a valve is believed to have caused the malfunction.				75-085	6	7

75/116	ACC	MA	28/10/1975	DUG	KAIMAI	En route to the sowing area the engine stopped and a forced landing was made in a small paddock, the aircraft then passing through a fence. incorrect application of sealant material when the fuel sender units had been replaced had allowed some of this material to enter the tanks and had blocked the outlet of both tanks, thus depriving the engine of fuel.				75-113	6	8
76/93	ACC	MA	17/08/1976	EFS	NR MOENJODARO	Location: nr moenjodaro, pakistan. while the aircraft was on a spraying run at low level the engine cut without warning.				76-090	6	9
77/81	ACC	MA	11/06/1977	DHY	WAIMANA	On takeoff after the aircraft had been refuelled, a bang was heard and the engine lost power. a forced landing was carried out in a swamp. a large quantity of water was drained from the aircraft's fuel system.				77-083	6	10
77/86	ACC	MA	23/06/1977	DHD	SCARGILL	The castellated nut on the throttle butterfly shaft vibrated loose and engine power suddenly reduced to idle during a sowing run. in the ensuing forced landing the aircraft rolled into a ditch incurring substantial damage to the nose section.				77-090	6	11

78/82	ACC	MA	12/06/1978	CBA	TE AKAU	During a sowing run the aircraft's engine spluttered and then stopped, necessitating a forced landing in rough country.				78-081	6	12
79/47	ACC	MA	7/03/1979	CDX	NR TE ANGA	Shortly after liftoff the aircraft's engine cut due to fuel starvation. uneven fuel feeding was evident on the fuel gauges. a bee was found jammed in the outlet of one tank causing the uneven fuel feeding and subsequent fuel starvation.				79-045	6	12
79/151	ACC	MA	10/12/1979	EHX	NR OWHANGO	During the takeoff run an engine power loss caused the takeoff to be abandoned. the aircraft could not be stopped within the remaining airstrip length and slid sideways into a ditch. the power loss was probably caused by a vapour lock in the fuel system.				79-148	6	13
82/48	ACC	MA	28/04/1982	JAA	PUKAPUKA	Following an engine failure the pilot made a forced landing during which the aircraft ran over a bank. the engine failure was caused by a fatigue failure of a connecting rod.				82-049	6	14

82/50	ACC	MA	5/05/1982	DZN	WAIMIHA	On the 21st takeoff that morning, the engine stopped because of fuel exhaustion. a forced landing was made straight ahead between obstructions. the pilot's attention was distracted from the aircraft's fuel state by a freshening tail wind which he knew could cause difficulty when operating from this strip.				82-052	6	15
87/60	ACC	MA	9/06/1987	VAL	PATOKA	The aircraft was damaged during a forced landing after fuel pump failure.				87-064	6	16
87/109	ACC	MA	25/11/1987	BOE	CHASLANDS	At the commencement of a sowing run the engine began to 'over rev'. and shortly afterwards it stopped. during the ensuring forced landing the left undercarriage leg was torn out. a strip examination indicated that the oil gallery to the engine's no. 3 and no. 4 main bearings had been blocked resulting in failure of the no. 7 connecting rod.				87-119	6	17
90/134	ACC	MA	10/12/1990	BIX	Rotomahana Block Ad	Power loss, thistles jammed aileron, control lost. Refer to TAIC report 90-011T.				90-011T	6	18
91/640	INC	MA	23/09/1991	CML	ROCTR	SHORTLY AFTER TKOF ACFT EXPERIENCED ROUGH RUNNING ENG. LANDED RWY 01.					6	18
92/1158	INC	MA	15/04/1992	CRF	GISBORNE	PILOT REPORTED ON FINAL WITH ROUGH RUNNING ENGINE					6	19

93/1506	DEF	MA	15/02/1993	CQB	MOSGIEL	SHORTLY AFTER TAKE OFF AS THE A/C TURNED AT 200FT A LOUD BANG WAS HEARD. THE ENGINE RAN ROUGH.	CONNECTING ROD				6	20
93/3652	DEF	MA	22/07/1993	CML	NZHN		COUNTERWEIGHT BUSH	73810			6	21
93/3651	DEF	MA	28/07/1993	DZG	HAMILTON		PISTON	LW10207			6	22
93/5152	DEF	MA	9/09/1993	BOF	KAWERAU		Crankshaft				6	23
93/5987	DEF	MA	14/12/1993	BIF	HAMILTON		AUXILIARY FUEL PUMP	8123-H			6	24
94/2736	DEF	MI	9/06/1994	DLQ	HAMILTON	ROUGH RUNNING: LOW COMPRESSION NR5 CYLINDER	UPPER VALVE SPRING S	LW10076			6	25
94/3034	DEF	MA	19/07/1994	DZD	MOSGIEL		MAGNETO IGNITION COIL				6	26
94/4646	DEF	MI	20/10/1994	EMT	PALMERSTON NORTH	LOSS OF OIL PRESSURE ON TAKEOFF.		LW11775			6	27
94/4648	DEF	MI	29/11/1994	DYJ	PALMERSTON NORTH	LYCOMING ENGINE IO-720		50-15/38-13	L885-54A		6	28
95/1170	DEF	MA	27/02/1995	CDZ	PALMERSTON NORTH	During scheduled maintenance of a Lycoming IO-720, 8 cylinder, 400 horse power air cooled engine, camshaft lobes were found to be worn after only 98 hours of service life. Two inlet tappets (numbers 3 and 4) were badly spalled, on the tappet contact are a, after only 98 hours of service life. Metal fragments were found in the oil filter element.	Camshaft / tappets	LW13879			6	28
95/702	DEF	MA	12/03/1995	DZM	MASTERTON	.	Tubular mount				6	29
95/1164	DEF	MA	22/03/1995	DBG	DANNEVIRKE	No1. CONROD BOLT FAILURE.	Con-rod bolt				6	30
95/1164	DEF	MA	22/03/1995	DBG	DANNEVIRKE	No1. CONROD BOLT FAILURE.	Con-rod bolt				6	31

95/2574	DEF	MA	29/08/1995	DJE	WANGANUI	.	Exhaust Valve Spring Cap	LW16475-KL1-0			6	32
95/2630	DEF	MA	5/09/1995	DHE	HAMILTON	.	Magneto screw	10-349652			6	33
95/3351	DEF	MI	26/09/1995	EGQ	PALMERSTON NORTH	.	Camshaft		L641-54		6	34
95/3670	DEF	MA	13/11/1995	EMC	WANGANUI	.	Valve cap	69532 KL1-0			6	35
96/270	ACC	CR	30/01/1996	EGW	PIO PIO	While in cruise from a farm airstrip to Te Kuiti aerodrome EGW suffered an engine failure necessitating a forced landing in a paddock					6	36
96/1037	DEF	MA	1/04/1996	DZO	HAMILTON	During routine inspection, metal found in oil filter.	ENGINE		L690-54		6	37
96/3646	DEF	MI	16/04/1996		HAMILTON	During routine inspection metal particles found in oil filter.	ENGINE		L1140-54A		6	38
96/1150	DEF	MA	22/04/1996	CBA	HAMILTON	During routine inspection of oil filter flat metal particles found.	conrod bearing				6	39
96/1597	DEF	MA	11/05/1996	EOE	NEW PLYMOUTH	0144 ZK-EOE reported south of the city joining with engine problems requesting straight in rwy 05 (opposite to duty runway). No emergency declared. Aircraft landed safely 0149.	Spark plug				6	39
96/1562	DEF	MA	5/06/1996	MAT	HAMILTON	Conrod #2 cylinder position LW-10646.	Upper Conrod Bushing				6	40
96/3007	DEF	MI	24/10/1996	EMC	WANGANUI	Engine Lycoming IO-720-A1B induction pipe cracked at weld repair.	Induction pipe				6	41

97/704	DEF	MI	3/03/1997	JAL	HAMILTON	While on a ferry flight from Pirongia to Hamilton, the engine began to misfire slightly. The aircraft was cleared to enter Hamilton controlled airspace and to descend to 500 feet. On reaching this altitude the pilot requested a climb to 1000 feet, which was given. The pilot was asked if he required RFS assistance and whether he required a left base onto an alternative grass vector. These offers were declined and the aircraft landed safely.	Spark plug	RHb37e			6	42
97/986	DEF	MA	3/04/1997	DZG	2NM E ROTORUA	At 0257 DZG advised engine failure and was landing in paddock just east of RO AD. Twr observed descent and landing. After landing pilot advised safe on ground.	Conrod				6	43
97/1708	DEF	MI	17/04/1997	CKA	HAMILTON	During 100hrs check, metal found in suction filter, metal peeling off shell in round pieces.	Bearing	LW13683			6	44
97/2106	DEF	MA	16/05/1997	DZN	WANGANUI	The engine driven fuel pump failed during flight. This caused the engine to fail. The engine was restarted using an electrical pump.	fuel pump	RG17980			6	45
97/1607	DEF	MI	19/05/1997	DDW	INVERCARGILL	Bearing metal in filter at routine inspection traced to failure of #7 conrod bearing.	#7 Conrod Bearing				6	46

97/2575	DEF	MA	20/08/1997	EGU	PALMERSTON NORTH	Cylinder failure on engine fitted to ZK-EGU. Engine ran rough #5 cylinder found to have loose exhaust seat which had jammed open the exhaust valve and bent the push rod. Cylinder changed.	#5 CYLINDER		L874-54A		6	46
97/2576	DEF	MA	20/08/1997	CRF	PALMERSTON NORTH	Engine removed due metal contamination.	PISTON AND RINGS		L615-54A		6	47
97/3124	DEF	MI	14/10/1997	EUF	MOSGIEL	Distributor gear bush in block found very loose.	DISTRIBUTOR BLOCK	10-391588			6	48
98/1842	DEF	MA	7/04/1998	DDW	WOODLANDS	DURING FLIGHT OIL SPLATTERED ON TO THE WINDSCREEN. THE FLIGHT WAS TERMINATED SAFELY. LYCOMING REPLACED THE CRANKSHAFT	Engine Casing				6	49
98/2382	DEF	MI	10/08/1998	DLS	PALMERSTON NORTH	Engine strip report shows signs of detonation.	Bearings				6	50
98/2939	ACC	CR	29/10/1998	EUH	Rahotu	Towards the end of a 'sowing' sortie the fuel pressure guage indicated extreme fuel pressure. So the pilot decrease the throttle and headed back to the strip to land. Once on short finals the pilot had to increase throttle to maintain altitude, howevert he engine went to idle and this caused the pilot to stall the aircraft just short of strip threshold.					6	51
99/1009	DEF	MA	17/03/1999	EUH	NEW PLYMOUTH	There was a major defect found with a cylinder in the engine of the aircraft.	VALVE ROCKERS	17 F 21187			6	52
99/3145	DEF	MI	27/10/1999	MAT	THAMES	Metal was found in both oil filters.	Con Rod Bearing	74309			6	53

00/636	DEF	MI	10/03/2000	DZM	PALMERSTON NORTH	The engine was removed due to a knocking noise and low oil pressure. Engineering found that the oil filter had significant metal in it	bearings		L 1086-54A		6	54
01/1232	DEF	MA	18/02/2001	BOG	Gore	The aircraft engine began rough running.	Exhaust valve	LW 16740			6	54
01/1625	DEF	MI	19/03/2001	EGS	Masterton	The number 5 bearing shells in the Fletcher Lycoming IO-720 AIB engine suffered a catastrophic failure resulting in cracking of the crankshaft	Main bearings	LW-13683			6	55
01/2019	DEF	MA	1/05/2001	EMW	Palmerston North	The engine was removed from service due to metal found in the oil filter. When the engine was stripped down it was found that the main bearings camshaft and tappet bodies had failed prematurely and caused other engine damage	Main Bearings	LW 13683			6	56
01/2020	DEF	MA	15/05/2001	EGO	Palmerston North	The engine was removed due to metal contamination. It was found that an exhaust valve seat had dropped in No 5 cylinder However, it is suspected that vibration, detonation, and excessive heat had caused this in the first place.	Cylinder		L886-54A		6	57
01/2206	DEF	MI	21/05/2001	EME	Palmerston North	The body of a brand new spark plug fractured between its threaded portion and the upper body as it was being tightened. Fifty eight plugs were returned to the manufacturer for replacement	Spark plug	URHB37E			6	58

01/2028	DEF	MA	7/06/2001	EGO	Feilding	Metal was found in engine oil filter at the second filter check after overhaul. On strip down the main front bearings were found to have delaminated	Front Main Bearings	LW 13885			6	59
01/4052	DEF	MA	15/10/2001	EGO	Palmerston North	The engine was bulk stripped and the fifth order counterweight blade was found to have failed through the trailing blade bush hole	Crankshaft counterweight bush				6	60
02/2046	DEF	MI	21/02/2002	DDW	Dunedin	The engine had only run 2-3 hours after a complete overhaul when the pilot reported an oil leak from a crankshaft seal. Investigation revealed aluminium in the oil filter due to a failed crankshaft bearing shell.	Crankshaft				6	60
02/1218	DEF	MA	15/03/2002	CCT	Mahoenui	During the takeoff roll the Walter turbine engine made a loud noise and emitted some smoke. The takeoff was aborted and the aircraft came to a safe stop. Engineering found that the compressor turbine had failed.	Compressor Turbine		841089		6	61
02/1177	DEF	MI	20/03/2002	EUF	Taieri	A 3 ¼" crack was found on the Walter turbines compressor housing.	Compressor casing	M601-154.8	874037		6	62
02/1982	DEF	MA	14/06/2002	EMT	Palmerston North	The engine was removed following a loss of oil pressure. It was found that the oil filter housing retaining bolt had failed.	Oil filter housing				6	63

02/1983	DEF	MI	16/06/2002	EMT	Palmerston North	The pilot found that power would not increase above 2200rpm. Investigation revealed that a section of SCAT hose had collapsed and was restricting airflow to the engine.	Air intake ducting	SCAT 16			6	64
02/2884	DEF	MI	9/09/2002	EUH	Palmerston North	The engines number 4 and 6 main bearings were found to have failed prematurely due to bearing overload.	Main bearings	LW 13683-MO3			6	65
02/3350	DEF	MA	17/09/2002	DZO	Waikato	The engine seized while the aircraft was on the ground at the loading site. Investigation revealed that the crank case halves had fretted causing the centre main bearing to come loose.	Crank Case Halves		RL495-54R		6	66
02/2906	DEF	MI	23/09/2002	CZA	Te Kuiti	The left magneto was found loose during an Audit Inspection.	Magneto				6	67
02/3352	DEF	MI	15/10/2002	JAL	Waikato	While looking for an oil leak the pilot noticed that several cylinder base studs were broken.	Cylinder base studs	76220			6	67
03/1336	DEF	MA	8/05/2003	EGW	near Whangarei	The aircraft was accelerating for take off when the engine suffered an internal failure that resulted in a hole being made in the top of the crankcase. The aircraft was then brought to a safe stop on the remaining part of the airstrip.	Connecting rod cap	LW 13756			6	68

03/2482	ACC	MA	28/08/2003	DZM	Rewarewa	The Operator reported that the aircraft lost power after takeoff and the pilot made an emergency landing into a paddock. The right outer wing then hit a sheep which caused damage.					6	69
03/3011	ACC	CR	23/10/2003	DUJ	Bideford	Operator reported that on takeoff, the engine failed. The pilot applied the brakes, but overran the airstrip and went through a fence and came to rest in a bush.	Turbine Blades gas generator				6	70
03/3341	DEF	MA	20/11/2003	EUC	Napier	PIC reports low manifold pressure and high fuel flow	induction air filter				6	71
03/3922	DEF	MI	3/12/2003	DZN	Palmerston North	The engineer reported excessive bearing wear, possibly due to lubrication breakdown resulting from operation of the engine in the upper range of temperature limits.	Bearings		L836-54		6	72
03/3638	DEF	MA	3/12/2003	DZM	Masterton	Pilot reported smelling oil in-flight during agricultural operations. On inspection it was found the studs had failed on a cylinder allowing it to shift from the crankcase.	Crankcase		L-835-54A		6	73

03/3802	DEF	MI	17/12/2003	BXZ	Farm Strip	The pilot reported an engine oil leak . An inspection found the top rear nut off, the bottom through-bolt broken, top middle studs broken, lower two middle studs pulled out of the case and forward stud broken. The cylinder was removed and inspected; helix oil inserts and replacement through-bolts were fitted; the oil filter was checked and no metal found; the engine was ground run and performed satisfactorily.	Cylinder Base Studs and Bolts	38.13	L852-54		6	73
04/1629	DEF	MA	29/01/2004	BHK	Unknown	It was reported that the camshaft gear bolts were found too soft and yielding before torque value. A similar defect was found on another Hawker Pacific batch number in 2002.	Gear Bolts	STD1791 Bolt			6	74
04/588	DEF	MI	15/02/2004	BHK	Taieri	The engine filter was found to contain metal. The engine was removed and stripped.	Con Rod Bearings	74309			6	75
04/3119	DEF	MI	25/08/2004	JAL	Te Kuiti	It was reported that the pilot found an oil leak coming from the number 5 cylinder.	Cylinder				6	76
05/673	DEF	MI	2/03/2005	EUH	Wanganui	It was reported that the aircraft's fuel line was found cracked and leaking.	Fuel Line				6	77
05/1303	DEF	MI	17/04/2005	CRY	Hamilton	A new CFO-100-1 oil filter and seals were installed on the engine during a routine inspection. On starting the engine oil was pumped out of the engine from the oil filter housing and adaptor.	Oil Filter Housing Seal	CFO-203			6	78

05/2115	DEF	MA	20/06/2005	SFL	Port Waikato	A loud clonking noise was heard coming from the engine in flight.	Crank shaft	LW-10842-85	598H		6	79
05/2336	DEF	MA	22/07/2005	EMY	Mount Palm	The pilot reported that the aircraft was positioned on a medium steep strip for take off after completing a job. The brakes were released and the throttle was opened. The engine suddenly died and the aircraft came to rest 15 metres from the end of the run way.	Auxiliary Air Valve.				6	80
07/1727	INC	MI	11/05/2007	EGT	Hawkes Bay	The Operator reported that engine began cutting out. Made a precautionary landing on closest airstrip. Fuel hose leaking under pressure. Had exhausted fuel tanks.					6	80
70/6	ACC	MA	21/01/1970	CBG	KAITAIA	The pilot was testing newly installed spray gear and flying low past a hangar to allow an engineer to view the spray pattern. the pilot's preoccupation with the spray controls resulted in the aircraft colliding with a hangar, damaging the undercarriage and tailplane.				2080	7	1

70/7	ACC	MA	23/01/1970	BHV	KAIPARA FLTS AD	Forward visibility was reduced by rain on the windscreen. the pilot rounded out too high and the aircraft landed heavily on one side of the strip, causing the right undercarriage leg to separate. the aircraft then skidded along the strip, incurring damage to both mainplanes and rear bulkhead.				2086	7	2
70/12	ACC	MA	3/02/1970	BHJ	KAITIEKE	A loading vehicle struck the left elevator when backing away after filling the aircraft. the loader continued to back, twisting the aircraft's elevator and badly damaging the rear fuselage assembly.				2096	7	3
70/14	ACC	MA	4/02/1970	CLA	HEREKINO	During a topdressing run, the aircraft collided with power wires of which the pilot was aware but believed he had enough height to clear. collision partially jammed the elevators and the pilot was forced to land in a restricted area, the aircraft being further damaged when its left wing struck a tree.				2088	7	4
70/19	ACC	MA	13/02/1970	BVU	SOUTH HEAD	A deer emerged from tall cover on the edge of the airstrip and collided with the aircraft which had just landed. the pilot was unable to take safe avoiding action.				2144	7	5

70/23	ACC	MA	15/02/1970	COA	TUATAPERE	When the pilot flew overhead, the spraying area was covered by fog and a landing was made in a paddock. owing to wet grass, braking was ineffective and the pilot was unable to stop the aircraft before it struck a fence.				2145	7	5
70/29	ACC	MA	26/02/1970	CDW	KIWITAHU	Due to a faulty spray pressure gauge, the pilot's attention was diverted to the spray boom. the nose wheel struck rising ground and the forward part of the fuselage was damaged.				2146	7	6
70/43	ACC	MA	14/04/1970	CDW	HUNTLY	The aircraft struck power wires which were difficult to see against a background of bush and scrub.				2149	7	7
70/47	ACC	MA	21/04/1970	BVU	MANGAPEHI	While the aircraft was stationary in the loading area, it was struck heavily by the loading vehicle. substantial damage to the right flap and fuselage resulted.				2148	7	8
70/52	ACC	MA	7/05/1970	CMZ	WHANGARURU	While flying to an operational area at sowing height, the aircraft struck a power wire, presence of which, the pilot was unaware, strung between the mainland and an island.				2140	7	9
70/58	ACC	MA	10/06/1970	CKB	ROKAKAKAHI	The loader driver omitted to raise the loader bucket before moving toward the aircraft. the collision caused substantial damage to the fuselage.				2142	7	10

70/70	ACC	MA	4/08/1970	BHY	WAIMAHAKA	While a loader vehicle was backing away from the aircraft, one of its wheels sank in a depression and the loading bucket struck the top of the fuselage.				2153	7	11
70/73	ACC	MA	11/08/1970	CCT	TAHORA	During a landing, the rear fuselage struck the ground and was damaged.				2160	7	12
70/74	ACC	MA	11/08/1970	BXZ	FERNHILL	An inexperienced loader driver inadvertently lowered the bucket onto the top of the aircraft.				2156	7	13
70/100	ACC	MA	23/11/1970	CTH	NR MOSSBURN	Aircraft had been topdressing area nr lake te anau for most of day. at approx 1730 hours the pilot, with loader driver as pax, took off for winton, 47 m sse, where a start was to have been made on another job. the aircraft failed to reach destination and was located early next day in steep tussock country 1900 ft asl, 8 m from departure point. both occupants killed. the accident was caused by loss of control incurred during a very steep turn made at a height which precluded recovery.				2174	7	13
71/28	ACC	MA	7/03/1971	CBE	TANGOIO	Aircraft collided with a power wire at the end of a sowing run. the fin was almost completely severed but the pilot maintained control and diverted to napier to make a landing without further damage.				71-026	7	14

71/52	ACC	MA	14/05/1971	COB	MIMIWHANG ATA BY	While taking off from a razor-back strip in a cross wind the aircraft was forced by a sudden updraught under the right wing into an almost vertical bank. loss of control resulted and could not be regained before the aircraft struck a hillside.				71-050	7	15
71/53	ACC	MA	18/05/1971	CBE	ARGYLE EAST	While attempting his first landing on this strip the pilot misjudged his approach and allowed the aircraft to sink below strip level. the resulting impact, 12 inches below the level of the end of the strip, bent the main landing gear rearwards and caused damage to the flaps.				71-052	7	16
71/54	ACC	MA	18/05/1971	BXQ	TAKAPAU	On completion of a ferry flight the pilot landed uphill on a 350 yard airstrip with a slight tail-wind component. the strip was wet and the aircraft could not be stopped before it collided with a fence at the top of the strip.				71-053	7	17
71/58	ACC	MA	3/06/1971	CRP	HALCOMBE	During positioning for a spraying run the aircraft encountered an area of unexpected turbulence which caused it to depart from its intended flight path and to collide with a tree from which there would, at best, have been minimal separation.				71-057	7	17

71/80	ACC	MA	29/08/1971	BVU	MANGAITI	During an approach to a landing under marginal conditions for the particular airstrip, wind eddies in the lee of tall trees bordering the strip caused the aircraft to collide with one of these trees 40 ft above ground level.				71-080	7	18
72/16	ACC	MA	24/01/1972	CPY	NR DANNEVIRKE	On arrival at an airstrip to commence a day's operation an area of sink was encountered on finals. corrective action failed to prevent an undershoot and both main undercarriage legs were dislodged when they struck the lip of the strip.				72-113	7	19
72/21	ACC	MA	11/02/1972	BXT	HILLEND	During the third of a series of spray runs in a gorse-covered gully the aircraft collided with a power wire. control was maintained and an emergency landing made.				72-019	7	20
72/27	ACC	MA	22/02/1972	BXQ	KAITAIA	During a ferry flight to base rapid formation of fog forced the pilot to attempt a landing on difficult terrain. a successful touchdown was made but the aircraft collided with a fence during the landing roll.				72-024	7	21

72/35	ACC	MA	3/03/1972	BVA	TE KUITI AD	The aircraft which was picketed on the airfield was unlawfully converted to his own use by a farmer's son. it became airborne and had reached about 100 ft agl when it stalled and nose-dived into the ground. it is believed that the occupant had had no previous flight instruction.				72-029	7	22
72/45	ACC	MA	12/04/1972	CFK	TE AKAU	On completion of a ferry flight the pilot attempted a landing on an exposed airstrip in a strong gusty crosswind. at roundout a gust of wind under the starboard wing rolled the aircraft violently onto its side. the left wing hit the strip and the outer wing panel separated. the aircraft then cartwheeled off the airstrip.				72-042	7	23
72/68	ACC	MA	27/07/1972	CLI	NR WANGANUI	Aerial inspection of area to be sprayed made and no obstructions observed. contour of land meant that spraying runs had to be made directly toward a low sun. towards end of first spray run, aircraft entered area of shadow and pilot noticed a solitary pine tree ahead which he could not avoid. a wing collided with tree but aircraft remained controllable and was flown back to base.				72-067	7	24

72/71	ACC	MA	31/07/1972	CZC	MAHURANGI	After completing an inspection of an area to be topdressed the pilot flew down a large gully. flying under a string of power wires crossing the gully the aircraft collided with another string of wires tied to the base of a pole. the pilot knew of the existence of those wires but believed they were further down the gully.				72-070	7	25
72/80	ACC	MA	30/08/1972	CFQ	NR FAIRLIE	Loss of control occurred (precipitated by circumstances undetermined but in which the consequences of a coronary occlusion cannot be excluded) while the aircraft was in a steeply banked attitude close to the ground.				72-077	7	26
72/116	ACC	MA	27/11/1972	CQB	MANGARATA RIVER	While the aircraft was turning to line up with the airstrip the stabilator struck a reversing loading vehicle.				72-122	7	27
73/32	ACC	MA	5/02/1973	BIH	PIAKOITI RIVER	The accident resulted from loss of control at a low altitude. no evidence was obtained to suggest or show that this was due to any mechanical cause. physical incapacitation of the pilot before impact is regarded as the probable cause of the accident.				73-023	7	28

73/60	ACC	MA	8/04/1973	BHJ	MAKURI	Operating in marginal weather conditions the aircraft encountered a gust just short of the threshold which caused the port wing to drop and the port undercarriage leg to be torn off when the wheel impacted against the runway lip.				73-050	7	29
73/124	ACC	MA	14/10/1973	BWV	NR MASTERTON	The pilot landed too far in on a hillside strip. lush growth reduced braking effectiveness. a ground loop was initiated but one wheel hit an obstruction and broke off. the aircraft slewed into a fence.				73-123	7	30
74/14	ACC	MA	28/01/1974	DPF	OTOKO	On arrival at a short steep strip the aircraft landed too far in. a groundloop was initiated to avoid another aircraft parked on the strip and the aircraft overran the edge of the strip.				74-012	7	31
74/17	ACC	MA	1/02/1974	CMK	NGAMATAPO URI	Unable to position the loader bucket directly over the hopper mouth the driver backed his vehicle away to make another approach. the pilot, believing the aircraft had been loaded and that the loader was clear, applied power to taxi and the aircraft fin struck the loader bucket.				74-060	7	32

74/21	ACC	MA	12/02/1974	CMK	WHANGAMO MONA	A precautionary landing was being made on a farm strip due to failing light but the brakes were ineffective in slowing the aircraft on wet grass and during an attempted groundloop the aircraft slid over a 20 ft bank.				74-074	7	33
74/38	ACC	MA	24/03/1974	BVB	PUKEKOHE EAST	During a low level run made over an airstrip to influence grazing cattle to move away from the landing area, the aircraft struck one of the animals and afterwards collided with a building, an outer wing panel being dislodged. it then dived into the ground.				74-034	7	34
74/45	ACC	MA	31/03/1974	DBZ	MAPIU	On short finals for a hillside airstrip landing, low morning sun restricted the pilot's view ahead. the aircraft touched down well into the strip and could not be stopped before it collided with a loading bin.				74-039	7	35
74/66	ACC	MA	20/05/1974	BXS	WAIOTAPU	During a familiarisation flight over an area to be sown the port wing of the aircraft collided with and severed 33,000 volt high tension cables. although damaged the aircraft remained controllable and was flown back to the strip.				74-064	7	36

74/68	ACC	MA	22/05/1974	BXQ	NR KAITAIA AD	Deteriorating weather halted topdressing operations and pilot attempted to return to base. landings were made on several intermediate airstrips because of the weather. when he was landing on 3rd such airstrip cattle ran out of scrub and pilot landed beyond them. there was no effective braking on flat waterlogged strip and aircraft skidded into a fence.				74-068	7	37
74/78	ACC	MA	28/06/1974	DJD	TARINGAMOT U	The port wheel struck the lip of the strip during an approach and as a result the leg folded rearward during the roll.				74-076	7	38
74/112	ACC	MA	1/10/1974	CZC	NR RUATORIA	The pilot, comparatively inexperienced in agricultural flying operations, misjudged the turning radius of his aircraft which, during a steep turn, collided with a hillside.				74-107	7	39
74/142	ACC	MA	17/12/1974	DSL	MAUNGATI	While the pilot was flushing out the spray gear and flying above a gorse fence the aircraft collided with power lines strung in a 34-chain span across a broad valley. he had not been informed of their presence nor had he previously noticed them.				74-139	7	40
74/144	ACC	MA	20/12/1974	BWV	NR PONGOROA	The aircraft undershot on approach and the wheels struck a bank on the threshold. the wheels separated and the aircraft came to rest on the strip.				74-141	7	41

75/11	ACC	MA	11/01/1975	BHJ	PONGAROA	During an overshoot to avoid the animal, the aircraft struck a lamb which had run across the landing path.				75-007	7	42
75/17	ACC	MA	27/01/1975	BIT	RAETIHI	Owing to a low sun directly ahead the pilot chose to land on the reciprocal vector in calm conditions. trees in line with the approach path reduced the effective strip length and this, coupled with poor braking effect on wet grass, allowed insufficient ground run to bring the aircraft to rest normally.				75-014	7	43
75/122	ACC	MA	16/11/1975	CYN	MOKAUITI	Several 'clean-up' sowing runs were made up the lee side of a hill. on the third run the aircraft was unable to clear the top of the hill and while it was turning away from it the outer wing panel collided with a tree. the aircraft remained controllable and was flown back to the strip.				75-118	7	44
76/57	ACC	MA	14/04/1976	DJY	MATAIKONA	During the takeoff run the pilot observed sheep crossing the strip. he closed the throttle and turned the aircraft towards rising ground on the right side of the strip but as the nose wheel ran up the slope the tail was brought into contact with the ground.				76-051	7	45

76/64	ACC	MA	14/05/1976	DMT	TE AKAU	After landing on the strip to commence operations the aircraft was travelling too fast when an attempt was made to turn around at the end of the strip. control was lost on frosty ground and the aircraft slid into a fence.				76-065	7	46
76/71	ACC	MA	28/05/1976	CWQ	POLLOK	When the aircraft was landing on a short steeply sloping strip prior to commencement of operations, a strong downdraught was encountered on short finals. the aircraft landed heavily on the lip of the strip and an undercarriage leg collapsed.				76-067	7	47
76/89	ACC	MA	2/08/1976	BXQ	WAINUI	While turning on to a sowing run the pilot mistook a set of power wires for another he had crossed previously. on descending to sow the aircraft collided with wires, a portion of the fin and rudder separated, but the aircraft landed without further incident.				76-088	7	48
76/108	ACC	MA	17/09/1976	CBG	RUAPUKE	During a landing on a greasy strip with a cross/tail wind, a gust caused loss of directional control. the aircraft veered off the strip and the nose leg ran over a 2-3 ft bank and collapsed.				76-104	7	49

77/30	ACC	MA	14/02/1977	CLI	ARIA	Just prior to touchdown on a shaded strip the pilot found the area unsuitable while avoiding the area he failed to maintain his landing direction and the aircraft's right outer wing section struck the loading vehicle.				77-029	7	50
77/67	ACC	MA	29/04/1977	CDZ	KAIPARA FLTS AD	On returning to base for the fourth time during the day's operations, the pilot noticed that all sheep were gathered on one side of the strip. as the aircraft touched down one sheep ran clear of the others and was struck by the left main wheel of the aircraft.				77-070	7	51
77/72	ACC	MA	24/05/1977	CZB	NR WAIKANAE	The pilot was distracted by talking to the farmer during loading. he commenced taxiing before loading was complete and the elevator struck the loading vehicle.				77-075	7	52
77/144	ACC	MA	22/12/1977	DBG	NR SEDDON	After touchdown braking proved to be ineffective on the wet grass surface and the aircraft slewed sideways over a bank beyond the loading bay.				77-150	7	53

77/145	ACC	MA	23/12/1977	DUJ	MAURICEVILLE	The pilot who had been operating from the airstrip during the day, following his usual landing approach pattern, failing to realise that the tailwind component had increased to some 20 knots. owing to previous heavy rain, braking action was ineffective on the wet grass surface and the aircraft overran the end of the strip, sustaining substantial damage.				77-153	7	54
78/39	ACC	MA	7/03/1978	CZA	TAIHAPE	During an early morning flight the aircraft collided with two paradise ducks, one of which penetrated the front windscreen.				78-044	7	55
78/73	ACC	MA	14/05/1978	DZM	WESTMERE	When the aircraft was landing on a wet airstrip, the brakes locked as the pilot applied light braking and the aircraft slid into a fence.				78-072	7	56
78/93	ACC	MA	20/07/1978	CWQ	PAUA	The wind increased considerably while the aircraft was away spraying and a quartering tail wind was blowing when it landed back on the wet and greasy strip. towards the later part of the landing roll the pilot lost directional control of the aircraft and it commenced to groundloop. one wing struck a fence.				78-094	7	57

78/106	ACC	MA	21/08/1978	DDA	NR OWAKA	During a grass seeding operation the aircraft struck a tree at the end of a sowing run. the complete left wing separated from the aircraft which then rolled and dived into the ground. the aircraft burnt out.				78-105	7	58
78/108	ACC	MA	23/08/1978	EGU	MAUNGATAPE RE	The aircraft was landed in a gusty tailwind. the airspeed was higher than normal and the aircraft touched down well beyond the threshold of the airstrip. the braking action on the wet grass was poor and the aircraft could not be stopped before it collided head-on with the loading vehicle which the passenger was planning to drive to another area.				78-107	7	59
78/142	ACC	MA	1/11/1978	CAY	HIKURANGI	The aircraft was landing with a tailwind and touched down well up the strip. as the pilot considered the aircraft could not be stopped in the remaining distance, he attempted to ground loop the aircraft on the loading area, but the aircraft's right wing collided with a bank.				78-140	7	60

78/144	ACC	MA	8/11/1978	BHL	GLADSMUIR STN	In course of topdressing operation company pilot agreed to loader driver's request to complete days sowing. loader driver a commercial pilot with a type rating for aircraft but unauthorised by company to fly aircraft. during a turn between sowing runs, across face of sloping paddock pilot lost control of aircraft which struck ground heavily and destroyed on impact.				78-143	7	61
78/147	ACC	MA	17/11/1978	DZL	KAKATAHI	Aircraft was one of two engaged in a topdressing operation. pilot of second aircraft was returning to sowing area when he saw other aircraft heading away into a blind valley. shortly afterwards it attempted a steep climbing turn and disappeared from view. when pilot of second aircraft arrived over the area the wreckage was on fire.				78-145	7	62
79/19	ACC	MA	30/01/1979	EHX	KIRIKAU	While sowing superphosphate along a road boundary the aircraft collided with an electric power conductor. the wire broke and whipped across the windscreen. the conductor was suspended some 250 feet agl.				79-026	7	63

79/24	ACC	MA	4/02/1979	CZA	SILVERHOPE	The pilot decided to make an unscheduled landing on a company airstrip due to unsuitable weather during a ferry flight. the surface of the strip was wet and the pilot lost directional control of the aircraft during landing. he was unable to prevent the aircraft from colliding with one of a line of concrete power poles running parallel to the strip.				79-024	7	64
79/59	ACC	MA	29/03/1979	BXQ	WAIOTAHU	A tailwind necessitated taxiing to the far end of the strip and taking off back towards the loading area. starting work after a frustrating refuel the pilot lost his concentration and attempted to takeoff downwind. when he realised his mistake the aircraft could not be stopped in time and it ran down a bank into some cattle yards.				79-057	7	65
79/61	ACC	MA	9/04/1979	CAY	NR PAPANUI	The aircraft struck a fence while taking off on an agricultural sortie and the resultant damage caused it to roll into an inverted attitude and dive into the ground.				79-060	7	66
79/79	ACC	MA	27/05/1979	DUI	MAHOENUI	A very low approach to a ridge airstrip was made because of low stratus cloud which covered the top end of the strip. the pilot landed parallel to the edge of the strip but was unable to follow the curved strip and ran off the side.				79-077	7	67

79/85	ACC	MA	13/06/1979	CPN	HOROHORO	Whilst on a topdressing sortie the aircraft struck a transmission power line and crashed inverted into pokaitu stream.				79-083	7	68
79/119	ACC	MA	6/10/1979	CZA	NR EKETAHUNA	The pilot was aware of the power lines across the area being topdressed. however the aircraft struck and severed the conductors when the pilot became preoccupied with sowing around some trees.				79-123	7	69
79/145	ACC	MA	4/12/1979	CRX	MANGATARERE VLY	While making a procedure turn the aircraft assumed a steep nose down attitude and impacted heavily on the terrain. the pilot was fatally injured and the aircraft was destroyed by impact forces and fire.				79-143	7	70
80/10	ACC	MA	16/01/1980	EGI	STIRLING	After touchdown in crosswind conditions on a wet and greasy strip the pilot lost directional control of the aircraft which slid sideways into a gully.				80-010	7	71
80/12	ACC	MA	26/01/1980	EMC	NR TAIHAPE	Pilot took property owner's daughter on survey flight to point out boundary of area to be topdressed. after flight pilot told her to leave aircraft by stepping over trailing edge of wing. however after leaving seat and climbing onto wing she hesitated briefly then jumped over leading edge of wing walked into path of rotating propeller: received serious injuries and died later				80-012	7	72

80/24	ACC	MA	1/02/1980	CPY	NR TEMUKA	Aircraft collided with a tree while in a turn to the left. fuselage structure forward of cockpit was demolished and seriously injured pilot was freed from aircraft with assistance of local emergency services. no fire. accident survivable only because pilot was wearing a full safety harness and crash helmet.				80-022	7	73
80/53	ACC	MA	8/04/1980	CLO	PAPONGA	Due to sun glare the aircraft landed some 30 degrees off the airstrip heading and collided with a bank.				80-051	7	74
80/80	ACC	MA	3/07/1980	CMM	BANKS PENINSULA	The aircraft collided with the loading vehicle as the pilot commenced taxiing.				80-079	7	75
80/85	ACC	MA	17/07/1980	CRP	NR KAIKOHE	During a ferry flight from kaitaia to whangarei the aircraft made several low runs over the pilot's parents' property. at the completion of a turn made after a run up the side of a hill the aircraft disappeared from sight behind a ridge. a short while later the occupants of a passing helicopter noticed the aircraft wreckage in steep bush covered terrain.				80-082	7	76
80/109	ACC	MA	8/10/1980	EMV	MORRINSVILLE	After touching down the pilot was unable to prevent the aircraft overrunning the runway.				80-107	7	77

81/3	ACC	MA	9/01/1981	DJE	NR MANGAMAHU	Aircraft operating from a 450 m grass airstrip on a topdressing operation in calm conditions. aircraft touched down on the wet grass but was travelling too fast for the calm conditions and poor braking action. as a result it skidded into a superphosphate bin located at the end of the airstrip.				81-003	7	78
81/6	ACC	MA	14/01/1981	EGS	TINUI	During the takeoff roll the aircraft struck a sheep but became airborne safely with a damaged stabiliser. after a low pass during which the damage was described by the loader driver the pilot landed the aircraft normally.				81-006	7	79
81/21	ACC	MA	17/02/1981	DLV	WHANGAEHU RVR	During a right turn, to position the aircraft near the loading vehicle after landing, the pilot misjudged the aircraft's distance from a fence strainer post. the outer portion of the left wing was damaged in the collision.				81-019	7	80
81/30	ACC	MA	1/03/1981	DUI	OTANGIWAI	The aircraft collided with a high tension power conductor during a topdressing sortie. the collision caused the aircraft to dive into the ground out of control. the pilot received fatal injuries in the accident.				81-028	7	81

81/59	ACC	MA	29/05/1981	CBE	NR RAGLAN	The aircraft touched down too far along the wet airstrip and could not be stopped before it passed its normal loading position. while the pilot was turning it to avoid the loading vehicle, the aircraft passed over a small retaining wall which tore off the hopper box and tipped the aircraft onto its right wing tip.				81-058	7	82
81/90	ACC	MA	4/11/1981	DHY	NR CAMBRIDGE	While on a survey flight the pilot dived the aircraft to attract the attention of another farmer client who was cultivating a paddock on the valley floor. during the descent the aircraft struck 3 copper power conductors which the pilot had not sighted against the brown earth background.				81-119	7	83
82/45	ACC	MA	23/04/1982	EMA	POOLBURN	While landing, still banked to the right, the aircraft's right wing hit a protruding rock off the side of the strip.				82-043	7	84
82/59	ACC	MA	18/06/1982	EMR	ONEWHERE	After bringing the aircraft to a stop the pilot decided to taxi around to refuel. the aircraft's tail struck the loader vehicle which had moved in without his being aware of it.				82-051	7	85

82/63	ACC	MA	28/06/1982	BIO	PUKEATUA	At the end of a sowing run the aircraft entered a climb and rolled into a reversal turn to the right. part way through the turn the aircraft was observed to descend steeply and it struck a power pole before impacting heavily in an adjacent paddock. the pilot was seriously in the accident and died in hospital the next day.				82-064	7	86
82/116	ACC	MA	8/12/1982	BPZ	WHITEMANS VLLY	While the aircraft was turning in a valley between sowing runs it struck a ridge and a fence then cartwheeled and dived into the ground. the pilot was fatally injured in the accident.				82-115	7	87
83/24	ACC	MA	28/02/1983	CLI	NR MANGAMINGI	The pilot initiated a climb from the end of a sowing run and then commenced a turn to the right. during this manoeuvre the aircraft entered a steep dive and collided with the terrain .				83-025	7	88
83/54	ACC	MA	2/06/1983	EGH	NR RAWENE	While taxiing from the loading bin the aircraft commenced sliding sideways down the slippery clay surface of the airstrip. the pilot shut down the engine and the aircraft slid down a bank and came to rest in contact with a fence.				83-054	7	89
84/35	ACC	MA	20/03/1984	EMI	NR WAIMATE AD	The aircraft departed in low ceiling conditions and collided with the terrain 2km from the aerodrome.				84-035	7	90

84/36	ACC	MA	21/03/1984	JAB	WAIPUKURAU AD	During a cross-wind takeoff the pilot allowed the left wing to drop and collide with the runway as the aircraft lifted off. the ensuing circuit and landing was completed uneventfully.				84-037	7	91
84/41	ACC	MA	9/04/1984	DUG	PURUA	The pilot misjudged his approach and the aircraft touched down, too far up the strip at an excessive speed. in an attempt to retrieve the situation the pilot applied full power but the aircraft became airborne too late and collided with the terrain.				84-042	7	92
84/84	ACC	MA	16/08/1984	DZF	HILLEND	During takeoff the left wing of the aircraft struck several cattle which had wandered onto the airstrip but were not visible from the takeoff point. the aircraft remained controllable and was flown on to balclutha.				84-085	7	93
84/88	ACC	MA	14/09/1984	EUE	TE MIRO	While positioning for a spray run the aircraft was rolled inverted by turbulence. the pilot recovered the aircraft to a level attitude but was unable to prevent it squashing into bush on the valley floor				84-091	7	94

84/100	ACC	MA	27/10/1984	DJF	NR HOKITIKA AD	During an attempted closely sequenced descent of four parachutists the first jumpers reserve chute was inadvertently released. he was pulled into the tailplane and the aircraft went out of control. the parachutists landed safely but the pilot who was not wearing a parachute was killed in the ground impact.				84-106	7	95
86/49	ACC	MA	10/06/1986	DSL	NR KAIKOHE	After loading the aircraft by hand, the pilot walked to the edge of the strip to clean his hands. the aircraft commenced to move across the loading area and could not be stopped. it rolled off the side of the strip and down a steep bank. the reason for the park brake's release was not determined.				86-050	7	96
87/78	ACC	MA	17/08/1987	DLV	NR MASTERTON	During a turn at the end of a sowing run the left wing tip collided with a tree.				87-084	7	97
87/101	ACC	MA	5/11/1987	CKA	OTOROHANGA	The aircraft's tailplane struck the loader vehicle while the pilot was lining the aircraft up for takeoff.				87-110	7	98
87/102	ACC	MA	16/11/1987	DMT	TIRAU	During a spray run, the tip of the aircraft's spray boom caught in an electric fence feeder wire. several aircraft components received substantial damage when the wire separated.				87-111	7	99

87/115	ACC	MA	15/12/1987	CWQ	NR WAIRAKEI	The trainee pilot was sowing over a small prominent hill. on the last run he made a steep turn to avoid the hill but the lower wing struck the ground. the aircraft cartwheeled and rolled down the hill.				87-125	7	100
88/50	ACC	MA	20/07/1988	CMK	WAITANGIRUA	The pilot lost directional control of the aircraft after landing downwind on a wet, uphill strip. it slid off the strip into an adjacent building				88-051	7	101
88/54	ACC	MA	2/08/1988	CLO	TE AKAU	During a spray run up a hillside in misty rain, the right wingtip struck a fencepost dislodging the aileron. while rolling out of control, the aircraft passed through a fence which arrested its forward speed, allowing it to slide down a hill to a halt.				88-055	7	102
88/75	ACC	MA	27/10/1988	EGW	URITI VALLEY	The aircraft struck a wire which ran from a hill top tv aerial to a house in a nearby valley.				88-077	7	103
89/41	ACC	MA	14/04/1989	CTS	MOTEA	The air was calm on the approach but a strong gust was encountered as the aircraft crossed the threshold. the pilot attempted a go-around immediately but the aircraft's angle of climb was insufficient for it to clear a row of trees. after the resulting collision the aircraft remained flyable but the limited control available dictated an immediate forced landing.				89-044	7	104

89/80	ACC	MA	6/10/1989	DIL	ALBURY	As the loader backed away from the loaded aircraft it stalled. the pilot failed to notice the vehicle was not clear of his aircraft and commenced takeoff, causing the tailplane to strike the vehicle.				89-082	7	105
90/101	ACC	MA	7/08/1990	BII	PEEL FOREST	When the aircraft 'fish tailed' during the landing roll the pilot attempted a go around. the left wing collided with a gorse bush yawing the aircraft and causing it to descend down the side of a ridge into thick gorse.				90-075	7	106
91/145	ACC	MA	19/04/1991	BDS	nr Ruatahuna	Landing, hit loader, outer wing damage					7	107
91/790	ACC	MA	20/10/1991	EHX	7 W Turangi	Collided with hill					7	108
92/2055	INC	MA	12/07/1992	BII	EYREWELL	A/C SPRAYING POISON. HIT SOME WIRES. A/C ON GORUND TAXYING UP TO HOUSE. J SCOTT DAGNAM FARM DONCASTER RD OXFORD					7	109
92/3812	INC	MA	2/11/1992	BXZ	TE HOE	ON APPROACH DOG OBSERVED RUNNING DOWN MIDDLE OF STRIP. FULL POWER APPLIED AND A TUNE TO LEFT INITATED. GUSTY CONDITION W/TIP PASSED THRU WIRE OF FENCE					7	110
93/1420	ACC	MA	18/03/1993	EMT	Kina Rd	Hit loader vehicle, damage to tailplane					7	111
93/2836	ACC	MA	24/06/1993	BHJ	5 SW Blenheim	Wet slippery strip, hit vehicle					7	112
93/4359	ACC	CR	28/09/1993	BHU	1 SE Tauwhare	Collided with terrain, cause unknown				93-012	7	113

93/5997	INC	MI	9/12/1993	CML	HINUERA	DURING SHALLOW TURN CLIPPED A STRAINER POST WITH PORT OUTER WING TIP. DAMAGING LOWER OUTER AILERON SKIN.					7	114
94/744	ACC	MI	1/03/1994	CMZ	nr Hastings	Landing, overran airstrip					7	115
94/2369	ACC	MI	6/05/1994	BHK	Stratford Ad	On landing, hit hedge					7	116
94/3123	ACC	MI	27/07/1994	CBA	Waihi Bch	After landing, hit utility vehicle at end of strip					7	117
94/3485	ACC	MI	25/08/1994	DHE	Otutira	Collision with loader					7	118
95/262	ACC	CR	9/02/1995	BIF	NIHANGA RD, MANGAKIN	WIRE STRIKE CAUSING A CRASH					7	119
95/560	ACC	CR	5/03/1995	EGO	NGAPURU	WHILE LANDING AT A FARM AIRSTRIP THE FU24-950 WAS CAUGHT BY A WIND GUST FROM THE REAR CAUSING THE PILOT TO LOOSE CONTROL					7	120
95/2448	ACC	CR	30/08/1995	CMY	454 RANGANUI BLOCK R	An aircraft was landing empty, when it was caught by gust of cross wind and blown off side of the strip down a bank.					7	121
96/11	ACC	CR	2/01/1996	DZM	Masterton	Narrow ridge top airstrip, Waimanu Farm. Landing, reasonably strong cross wind which swept up bank under starboard wing. Rolled acft almost onto port wing. Broke dihedral 10 inches outside attachment bracket, broke wing almost in half, broke rear attachment point.					7	122
96/522	ACC	CR	29/02/1996	EGM	4 S Piopio	A top dressing aircraft nose impacted then cart wheeled.					7	123

96/831	ACC	MA	20/03/1996	EMX	Otaua	Aircraft landed well into the strip and could not stop using normal braking. Attempted ground loop and shut engine down. Aircraft came to rest with tail down hill.					7	124
96/1640	INC	MA	5/04/1996	EGQ	RAI VALLEY	Acft rolled off strip whilst unattended -substantial damage. Parking brake not properly applied.					7	125
96/1790	INC	MI	7/07/1996	JAL	HAMILTON	ZK-JAL 1935/1940 overdue action commenced 15 mins after aircraft should have reported vacating the zone. Contact established 2 mins later by another aircraft and AA supervisor advised. Cause - lapse of memory by experienced pilot.					7	126
96/2110	ACC	MA	4/08/1996	JAA	WHAREHINE	On take off acft started slewing to left out of pilots control. Reduced power but acft continued through down hill fence.					7	127
96/2236	ACC	CR	23/08/1996	EGQ	10 NM SW Motueka	While on a routine sowing run, 16 km south-west of Motueka, the left wing-tip of the aircraft struck a lone pine tree damaging the left aileron. Control difficulties resulted and the aircraft collided with the face of a steep ridge. The aircraft was destroyed and the pilot lost his life in the accident.				96-016	7	128
97/462	ACC	MA	14/02/1997	DDW	7 S Clinton	Coming in to on land top-dressing strip. Aircraft landed off centre line and hit an earth bank.					7	129

97/3164	ACC	CR	20/10/1997	DZC	Neudorf	Returning to the airstrip after spreading a load the engine stopped due to the aircraft running out of fuel. When the engine stopped I landed straight ahead on a flat paddock. There was a young bull in the paddock and I was unable to avoid him. The field was quite short and the longest distance I could get to stop in was the same path the bull took. I collided with the animal in a semi ground loop and the aircraft stopped. Damaged to the propeller was sustained.					7	130
97/3767	ACC	MA	12/12/1997	CQB	Henley	On take off in gusty conditions the wing dropped and contacted the ground. As the aircraft was airborne the flight continued uneventfully to Dunedin aerodrome					7	131
98/115	ACC	MA	27/01/1998	JAB	14 SE Waipukurau	The pilot elected to land on his home strip with a 10 knot tailwind. On short final the aircraft lost height; the starboard undercarriage struck the end of the strip and was torn off.. The pilot elected to go around and land on a more suitable area (paddock) about two miles to the east. During the landing the starboard flap was further damaged.					7	132

98/2669	ACC	MA	17/09/1998	BOG	Lumsden	Sheep ran across landing strip during landing and struck aircraft. tore spreader off and damaged flaps and holed fuselage. Stock often present at this Lumsden base strip but normally cleared by low pass.					7	133
98/3403	DEF	MI	4/11/1998	EMG	GORE AERODROME	Aircraft ZK-EMG (Fletcher) was parked in front of the fuel pump on Gore airfield unattended. A Cessna-206 came over and parked behind ZK-EMG with its motor still running. While its pilot attempted to move ZK-EMG from the re-fueling area, the pilot accidentally knocked off the park brake of the Cessna --- thus resulting in the aircraft to move forward and its propeller to chop into the tail section of ZK-EMG.					7	134
99/1313	ACC	MA	8/05/1999	EUH	STRATFORD	This aircraft was carrying out a landing at a top dressing strip, when the pilot notice piles of road metal/seal near the threshold. The pilot was unable to avoid the piles of metal and hit them causing damage to right hand wing, flap, and undercarriage.					7	135

00/159	ACC	MA	25/01/2000	JAA	South Kaipara	After the aeroplane had been loaded, the pilot began taxiing for take-off. He had moved about one metre when the left tip of the tailplane struck the loading vehicle, which had moved in towards the aeroplane again unbeknown to the pilot.					7	136
00/615	ACC	MI	27/02/2000	EGI	Owaka	During loading, the aircraft was struck on the left side by the loading vehicle.					7	137
00/532	ACC	MA	2/03/2000	EUF	Motunau	The aircraft was sowing lime on a property when it collided with wires in a gully. The impact was taken on the nosewheel, which collapsed back against the fuselage. The pilot flew to a suitable field, shut down the engine and made a forced landing.					7	138
00/617	ACC	MA	11/03/2000	EUH	Urenui	The loading vehicle was reversing away from the aeroplane after loading, and collided with the outer leading edge of the tailplane.					7	139
00/945	ACC	MA	26/03/2000	EGU	Stratford	On takeoff the pilot experienced sunstrike the aircraft hit a strainer post near the end of the strip causing minor damage to the tail cone area and underneath the rear fuselage.					7	140

00/4522	ACC	MA	7/11/2000	EUC	Napier	An increased tail wind on landing caused the Fletcher to over run the airstrip and collide with a fence post. The aircraft sustained damage to the propeller, left fuel tank and left outer wing panel.					7	141
00/4421	ACC	MA	10/12/2000	BOG	Five Rivers	The aircraft failed to stop before the end of the paddock & skidded sideways into an embankment, which caused the port main leg to collapse, and the propeller to contact the ground.					7	142
01/2307	ACC	MI	14/01/2001	EUC	Patoka	While starting a take-off roll, the aircraft's right-hand aileron contacted the ground. Pilot aborted the take-off and the damaged aileron was replaced and aircraft returned to Napier for repairs to be completed.					7	143
01/191	ACC	MA	21/01/2001	CML	Honikiwi	ZK-CML landed into wind on a downhill slope airstrip. However the grass was slightly wet and it skidded off the end of the airstrip and over a bank.					7	144

01/755	ACC	MA	7/03/2001	DHE	Puketutu	The tailwind increased when the aircraft was about 5' above the ground. The pilot elected to continue in the belief that he would be able to stop in time. However, dew and lush grass caused poor braking performance and the aircraft slid about 180 m until the left wing hit a post which turned it 90 degrees and sent it down a small gully. It was substantially damaged.					7	145
01/3117	INC	MA	5/09/2001	CQB	Taieri Mouth	After completing a job, pilot uplifted farmer to fly round and survey another block to be topdressed. Pilot's intention was to take the farmer and no fertiliser however the loader driver unexpectedly brought the loader to the aircraft, unobserved by the pilot. When power was applied, the aircraft moved forward and the tailplane came into contact with the loader's cab, causing damage to the RH stabiliser tip, fuselage skin and one stringer.	Rear skin & Stringer	243034L	7		7	146

01/4022	ACC	MA	19/11/2001	CMK	Tokoroa	<p>During spray ops, the pilot realised that he had taken longer than anticipated and decided to return to the strip for fuel. On the way back the fuel pressure gauge flickered, so he decided on a precautionary landing on a forestry road. During the landing the right wing struck a tree stump causing the aircraft to swing off the road and into 4-foot high pine trees.</p> <p>The aeroplane was substantially damaged but the pilot was uninjured.</p>			211		7	147
01/3886	ACC	MA	20/11/2001	UTE	Kohukohu	<p>The aircraft was approximately a third of the way down the airstrip on its takeoff run when the pilot became aware that the control lock was fitted, but he was unable to remove the device. The rough surface of the airstrip coupled with sufficient nose down force to the nose resulted in collapse of the nose gear, and substantial damage to the aircraft.</p>					7	148
02/2324	INC	MI	20/02/2002	DZG	Wairamarama	<p>During the takeoff, from a strip, some sheep ran across the front of the aircraft. In avoiding one sheep the left wing hit another.</p>					7	149

02/1428	INC	MI	16/04/2002	JNX	Ngakuru	During the takeoff roll the nose wheel entered a small depression that compressed the oleo strut and caused a prop strike.					7	150
02/2050	ACC	MA	18/04/2002	DZM	Mauriceville	The aircraft landed on the farm strip a little right of the centre and the propeller and nose wheel hit a bank, which resulted in substantial damage.					7	151
02/2248	ACC	CR	24/07/2002	EOE	Thames	The Walter Fletcher was spraying a paddock when the right wing struck an outstanding branch, the aircraft then collided with a row of trees, rolled and impacted the ground inverted. The pilot did not survive the accident.					7	152
02/3469	ACC	CR	30/11/2002	EMO	Lindis Valley	The aircraft was witnessed by the loader driver to be in a steep left turn (possibly after conducting a go around from the landing approach). It then collided with rocks on high ground and rolled inverted and slid down a hill seriously injuring the pilot.					7	153
03/463	INC	MI	8/01/2003	EMN	Tairei	The aircraft was left running and unattended while the pilot spoke to his engineer. Blustery conditions caused the brakes to let go and before the pilot could intervene it moved forward and hit the hangar. Damage was done to the propeller and the starboard wing leading edge.					7	154

03/741	INC	MA	14/02/2003	CKA	Pomerangi	The tailskid area of the rear fuselage made contact with the ground while landing on a steep airstrip.	Rear Bulkhead	243011 and 243239			7	155
03/843	ACC	MA	24/03/2003	DUJ	Eketahuna	The aircraft was engaged in a sowing run when it hit some high tension lines 200' AGL. The pilot was able to fly 25nm with limited aileron control and land safely at Masterton Aerodrome.					7	156
03/976	ACC	CR	4/04/2003	LTF	10 NE Stratford	The aircraft was engaged in its last sortie of the day before returning to Stratford. It was reported overdue and the wreckage found in the early hours of the morning. Both occupants were dead and the aircraft was destroyed.					7	157
03/1180	INC	MI	15/04/2003	DJE	Nelson	The aircraft was taxiing on the western grass when the left wing struck a sign at holding point 'Whiskey' causing damage to the wing.					7	158
03/2941	INC	MI	28/05/2003	BDS	Opotiki	Operator reports that during an ag-operation the fertiliser loader bucket struck the side of the fertiliser concrete bin. Broken pieces of concrete went into the aircraft hopper with the fertiliser. While spreading, a piece of concrete impaled itself in to the wall of a house on the property being sown. No injuries occurred.					7	159

03/2679	ACC	CR	20/09/2003	BDS	Matawai	HSE-It was reported that the aircraft encountered low cloud and poor visibility during the flight so the pilot decided to turn back. It was during this turn that a high sink rate was encountered which caused the aircraft to collide with a hillside. Both occupants were injured.					7	160
03/2852	ACC	MI	29/09/2003	EMX	Ngakuru	The Fletcher was landing when a crosswind gust, from the left, caused the aircraft to weathercock towards the boundary. The pilot applied full right rudder but the aircraft continued to slide and the underside of left wing to scraped over 4 fence posts causing some wing damage to the aircraft..	241339L & 241538L		278		7	161
03/3286	ACC	MI	31/10/2003	EGW	Kirikopuni	The pilot landed the aircraft with a tailwind well into the strip the long grass surface of which was affected by dew. The pilot ran the aircraft off the side of the strip to avoid the loading truck causing damage to the tailplane.					7	162
04/2195	INC	MI	3/06/2004	JAA	Paengaroa	The pilot flew the aircraft down a gully at a lower level than normal to minimise the drift of the fertiliser being sown. The aircraft struck an electric fence wire, strung between the tops of adjacent ridges. The wire broke limiting the damage to superficial scratching of the wing.					7	163

04/3919	INC	MI	28/10/2004	EGW	Whangarei	5E36 It was reported that ZK-FVD had just landed on runway 06 at Whangarei and had rolled past the apron exit to the turning bay to turn around and backtrack. During this time a ZK-EGW landed on runway 06 while FVD was still on the runway.					7	164
04/4277	DEF	MI	1/11/2004	CRY	Waikeke	Operator reported that the aircraft's elevator was clipped by a loading vehicle as it was taxiing off.					7	165
05/138	ACC	MI	24/01/2005	CLO	Heriot (West Otago)	It was reported that the aircraft veered off the runway during landing and crashed into some trees.					7	166
05/665	INC	MI	28/01/2005	EMN	Owaka	It was reported that the aircraft initiated the take off before the loader has cleared the area. This resulted in the aircraft's elevator hitting the loader, which caused it to be out of alignment and damaged the port rear fuselage about the elevator hinge point.					7	167
05/963	INC	MI	9/02/2005	EGS	Dannevirke	The pilot reported that whilst taxiing on a farm airstrip the distance to a fence line was misjudged and collided with a strainer post impacting the right aileron and outer panel.					7	168

05/385	INC	MI	14/02/2005	EGP	Owhata	The pilot landed the aircraft too far into the paddock with a quatering tailwind . Wet grass also decreased braking effectiveness and the aircraft overran the runway through a fence and came to rest some 40 metres beyond the landing area.					7	169
05/644	INC	MI	16/02/2005	CRF	Taupo	Taupo Unicom reported that the Fletcher flew through the parachute drop zone after being advised by a parachute drop pilot not to join overhead.					7	170
05/689	ACC	MI	5/03/2005	JNX	Rotorua	The aircraft was approaching the loading area just after landing when the pilot attempted to slow the aircraft down by selecting beta but there was no response. Full reverse was then applied and the aircraft stopped successfully before reversing itself down a slope.					7	171

05/1353	ACC	MA	5/04/2005	DHD	Wanstead Airstrip	While landing on a short airstrip possible wind shear was experienced. The aircraft sank rapidly and full power was applied which had no effect. The aircraft hit the ground heavily resulting in substantial damage. ☒ The wind at the time was near maximum cross wind and swinging.☒ The chief pilot spoke to the pilot and made him aware of the risks in operating in marginal conditions.					7	172
05/1214	INC	MI	7/04/2005	DZG	Hamilton	The Fletcher Fu 24-950 was taking off and touched the tail skid on the airstrip					7	173
05/2339	ACC	MA	25/07/2005	EGV	Manawahe	RCCNZ reported that during the landing roll the aircraft went off the edge of the private airstrip during this time the propeller and tail were damaged.					7	174
05/4387	INC	MI	18/10/2005	EGW	Te Kuiti	The Operator reported that the aircraft required a tighter turn than normal to miss a large hole which had developed in front of the picket line. Subsequently the right hand wing tip caught the fuel pump and damaged the fibre glass tip. No damage was done to the pump.					7	175
05/4386	INC	MI	17/12/2005	EMW	Rotorua	Whilst landing at Thorpe's Airstrip in a rain shower a gust caused the right wing tip to touch the ground before the pilot could arrest its descent					7	176

06/464	ACC	MI	17/02/2006	EGS	Pahiatua	The aircraft caught the loader bucket when the take off run was commenced. Substantial damage was sustained to the rear bulkhead, elevator attachments, rear fuselage and elevator.					7	177
06/2392	INC	MI	7/05/2006	EGW	Waikato	It was reported that the aircraft went through 2 strands of lowered electric fence wire that had not been removed from the airstrip.					7	178
06/2393	INC	MI	9/05/2006	EGV	Ohiwa Harbour	It was reported that the aircraft's prop struck the ground during manoeuvring on the loading area while lining up for a load of fertiliser.					7	179
06/4204	INC	MI	31/10/2006	CKA	New Plymouth	The aircraft taxied into a soft depression on the airstrip loading area after refuelling causing minor damage to the propeller. The cause was attributed to a rough, soft and undulating airstrip loading area.					7	180
06/4206	INC	MA	1/11/2006	CRY	Hukrenui	It was reported that there was a sudden gust of wind which pushed the aircraft off the strip during the landing. The left hand aileron hit the fence causing it to skid to the right					7	181

07/1585	INC	MI	7/04/2007	EUD	ROTORUA	The pilot had dropped the fuel card on floor of cockpit. The park brake was applied, and propellor condition lever was taken through to full feather, the pilot had his head down below the seat. While trying to locate the card, the pilot knocked the pr opellor condition lever back to flight idle, causing aircraft to taxi forward 5 metres in an arc due to one wheel brake not holding. The right hand wing leading edge contacted a metal ladder causing minor damage.					7	182
07/1191	ACC	MA	16/04/2007	JNX	Te Poi	The pilot was using the airstrip for the first time. On landing he misjudged the line of the airstrip and landed in a depression towards the side of the airstrip. This resulted in the spreader contacting the ground and being torn off causing damage to th e fuselage, left flap and elevator.					7	183
07/2254	DEF	MI	12/06/2007	EGV	New Zealand	The Operator reported that the aircraft hit a sheep during the takeoff.					7	184
07/2255	INC	MI	20/06/2007	EGW	New Zealand	The Operator reported that the aircraft expereinced a heavy landing which dislodged the spreader attachment.					7	185
08/836	INC	MI	10/01/2008	JAA	Papamoa	The Operator reported pilot pulls away from loader truck too quickly striking elevator on truck guard.					7	186

08/834	INC	MI	21/02/2008	JAA	Te Puke	The Operator reported pilot taxied into hole off side of airstrip.						7	187
08/2101	INC	MI	24/04/2008	DZO	Kairangi	Loader driver drove into aircraft RH Flap in "sun-strike" while loading aircraft with fertilizer.	241600R		RL488			7	188
71/51	ACC	MA	10/05/1971	DEQ	CAPE RUNAWAY	A forced landing became necessary following what the pilot believed to be a fall off in engine power. the integral actuating pin of one propeller blade was found fatigued and although it could not be established that this component failed in flight, the evidence suggests that it did. reports of similar in-flight failures overseas support this conclusion.				71-048	8	1	
73/58	ACC	MA	2/04/1973	CMY	WAOTU	One blade of the mccauley d2a 34c58/5-90at-4 propeller failed at the root end during takeoff. unbalance then caused the crankshaft to fail behind the propeller attachment flange.				73-073	8	2	
94/1428	DEF	MA	5/04/1994	EGU	PALMERSTON NORTH		PROPELLER BLADE PITCH CHANGE K		E49192		8	3	
94/3486	DEF	MA	22/08/1994	CML	HAMILTON	Pilot noted engine vibration and airspeed washing off on topdressing sortie.	PITCH CHANGE PIN	HC-C3YR-IRF/F8475R			8	4	
94/3635	DEF	MA	26/08/1994	BOE	MOSGIEL	Propellor blade pitch change peg failed during topdressing run causing severe vibration and loss of thrust. Aircraft returned to strip at full power in order to maintain 60 knots	Pitch change knob	HC-C3YR-1	DY2691A		8	5	

00/4517	DEF	MA	8/12/2000	EGT	Waipukurau	The propeller blade pitch change knob failed while the aircraft was taking off. The whole propeller has been sent to Hartzell for further investigation.	Blade				8	6
01/3972	DEF	MA	29/11/2001	DMO	Beaumont	The Fletcher took off on a spraying sortie when the aircraft experienced a severe vibration. The pilot managed to jettison the load and land on a plateau causing substantial damage to the undercarriage. He was not injured.	prop pitch change spigot				8	7
03/547	DEF	MA	26/02/2003	DZC	Tapawera	The pilot reported that just after a load-drop the engine started to run rough. The engine was shut down and a force-landing was made into a paddock. The aircraft slid down a back causing minor damage. All work relating to this prop failure to be logged under previous occurrence 01/3972.	Pitch change knob	HC-C3YR-1RF			8	8
03/1023	DEF	MA	5/04/2003	DMU	Patoka	The pilot felt shake in nose area during start of take-off which was considered a nose wheel tire flat. Pilot pulled up wheel and aircraft was still shaking. Engine was shut down and pilot observed approximately 1/3 of Propeller Blade missing.	Propellor Blade	F8475R	DY5361A		8	9
03/1971	DEF	MI	18/04/2003	EGP	Kerikeri	During an inspection the propeller governor drive gear was found to be cracked.	Governor drive gear				8	10

03/1271	DEF	MI	22/04/2003	CMK	Wanganui	No 5 Cylinder Intake Pipe found badly cracked around top flank.					8	11
05/3737	DEF	MA	17/11/2005	EGW	Hangawera	The pilot experienced a severe vibration in the aircraft. The load was jettisoned and the aircraft returned to the airstrip.	Propeller Blade	F8475R	DY3424A		8	12
06/4205	INC	MI	30/10/2006	EUH	Stratford	It was reported that the aircraft propeller picked up a stone during loading and broke off aone tip of the blades. This was not discovered until there was a stoppage for lunch.					8	13
07/911	DEF	MI	7/02/2007	DZC	Safe Air, Blenheim	The B4776 repair bush in the engine side of the hub has become completely displaced from the counter bore in the hub.	Repair Bush P/N B4776	HC-C3YR-1RF	DY 3839A		8	14
07/2080	ACC	MA	10/06/2007	EMC	Raupunga	At the end of a topdressing run at approximately 100 feet above the ground a loud bang was heard. This was followed by a severe vibration and loss of engine power. A forced landing was made in very rough country that resulted in severe damage to the aircr aft but no injuries to the	Propeller blade	F8483	J75739		8	15

07/4763	DEF	MI	17/12/2007	EMW	Rotorua	The Operator reported three separate prop indicated overspeeds. Aborted each takeoff. Engineer to RO to fix shorted wires. On the next start, smell of burning wires and panel went blank so aborted the start. Earth wires shorted. Main earth wire was found to have corrosion between firewall and earth wire.	Tacho					8	16
71/36	ACC	MA	26/03/1971	CRF	NR TAIHAPE	During the first takeoff from the airstrip the aircraft was slow to accelerate. jettison action was taken but the aircraft sank off the end of the strip and collided with a fence.				71-035	9	1	
71/43	ACC	MA	23/04/1971	CBG	KAHAROA	The aircraft sank after liftoff and before the load could be fully jettisoned the aircraft struck a ridge ahead.				71-042	9	2	
71/55	ACC	MA	20/05/1971	BVU	TE MATA	The aircraft experienced a sudden tail-wind gust as it became airborne, sank off the end of the strip and collided with a ponga tree. it remained airborne and returned to base				71-054	9	3	
71/62	ACC	MA	21/06/1971	CLO	DANNEVIRKE	On takeoff the aircraft collided with a fence at the end of the strip. the pilot jettisoned his load and flew the aircraft to base.				71-061	9	4	

72/18	ACC	MA	3/02/1972	BVC	PARAHEKA	During sowing of superphosphate over hilly country, pilot found he had no alternative but to deviate from planned route, jettison load and attempt to climb over high ground ahead. with insufficient power to do so he was then committed to making a climbing turn, during which the aircraft stalled, squashed against the hillside, then slid down the slope.				72-015	9	5
72/28	ACC	MA	24/02/1972	BWD	KAIPAKI	The pilot was spraying a large flat paddock of maize. on the second sortie a steep approach was made over a small group of boundary trees 80-100 ft high. the aircraft squashed into the crop, coming to rest half way along the paddock.				72-027	9	6
72/72	ACC	MA	3/08/1972	CTO	NR L TEKAPO	Following a snowfall, snow was brushed from the leading edges of the wings and a takeoff was attempted with nearly a full load. the jettison was operated to facilitate becoming airborne but the aircraft collided with the top of a fence. being unable to remain airborne the pilot closed the throttle and the aircraft came to rest in a ditch.				72-069	9	7

72/76	ACC	MA	20/08/1972	DDA	OTANE	The pilot attempted a spray run up the side of a hill. the height difference between the bottom and the top of the hill was 600 ft. at the end of the spraying run the airspeed was so low that the aircraft squashed on to a ridge just beyond the brow of the hill.				72-074	9	8
73/36	ACC	MA	15/02/1973	BXT	WAIHOLA	When the aircraft failed to return from a topdressing sortie a search revealed that it had crashed shortly after takeoff killing the pilot. the aircraft had stalled during climb-out, loss of control ensuing at a height which did not permit recovery before the aircraft struck the ground.				73-029	9	9
73/94	ACC	MA	7/08/1973	DHO	HOWARD RIVER	On the 11th takeoff from an airstrip progressively thawing out the aircraft accelerated more slowly than previously. partial jettisoning of the load was initiated at a point where the aircraft had formerly become airborne. as it was becoming airborne the aircraft collided with a fence. no evidence of unintended overload found. after examination no explanation found.				73-095	9	10

75/102	ACC	MA	27/09/1975	CYZ	NR WAINGAKE	Aircraft taking off from strip and climbing in circular pattern to cross ridge approx 100 ft higher than takeoff point. as aircraft approached ridge it entered a downdraught. pilot turned level with ridge and attempted jettison but unable to prevent aircraft from striking side of gully. fuselage and wings forward of hopper destroyed by fire after pilot escaped by breaking through jammed canopy.				75-097	9	11
76/77	ACC	MA	25/06/1976	BHJ	NR PAHIATUA	The pilot stated that he had noticed some frost on the wings and tail surfaces before the aircraft was loaded but had not removed it before takeoff. after becoming airborne the aircraft failed to gain height and collided with several fences before coming to rest.				76-073	9	12
77/12	ACC	MA	25/01/1977	DMV	ELSTHORPE	The aircraft sank back onto the topdressing strip just after takeoff and the right aileron struck a gate post. the aircraft load was jettisoned and the pilot decided to remain airborne, flying to a nearby airport without further incident.				77-014	9	13

77/50	ACC	MA	17/03/1977	BHY	NR KAIKOU	After liftoff on a topdressing sortie the aircraft was seen to drop a wing which carved a swath through tall scrub. the aircraft then rolled into an inverted attitude and dived into the ground.				77-048	9	14
77/57	ACC	MA	28/03/1977	CLO	FLEMINGTON	The aircraft encountered a downdraught after takeoff and although the pilot attempted to jettison the load he was unable to prevent the aircraft from colliding with the adjacent terrain.				77-057	9	15
77/61	ACC	MA	23/04/1977	BII	NR KAEO	A hang up occurred while sowing wet lime. the aircraft had received an unintended overload which could not be released while sowing a blind valley. the aircraft struck a ridge at the head of the valley and dived down a bank.				77-063	9	16
77/107	ACC	MA	3/09/1977	CLI	RAHOTU	The aircraft failed to lift normally during the 6th takeoff from a wet strip. the flaps elevator and fuselage were damaged in a collision with a boundary fence despite the pilot's attempts to clear this obstruction by lowering further flap and making efforts to jettison the damp potash/superphosphate load.				77-107	9	17

77/141	ACC	MA	5/12/1977	CMI	NR DARGAVILLE	An inexperienced topdressing pilot did not select the best way to sow a block. he encountered a downdraught while turning onto the sowing run and retained his load until over the property to be sown. when the load was jettisoned he was too low to avoid high ground ahead.				77-142	9	18
78/67	ACC	MA	27/04/1978	DSL	GLENNAVY	While taking off from a level airstrip in a gusty tailwind, the aircraft took a longer run than normal and the load was jettisoned. the rear fuselage struck the fence as the aircraft became airborne in a tail-down attitude.				78-064	9	19
78/69	ACC	MA	3/05/1978	CBG	PURUA	Although inexperienced, pilot had no difficulty with this strip for 25 loads. on 26th flight aircraft didn't lift off by the normal position along strip. company manager believed pilot's technique of allowing aircraft to adopt an excessively high nose attitude at liftoff combined with late decision to jettison caused tail of aircraft to collide with fence at end.				78-068	9	20

78/127	ACC	MA	8/10/1978	BIK	PAERATA	On the second load after refuelling the aircraft sank after liftoff. the jettison was left too late and the aircraft struck a fence. on returning to the strip after sowing the load the pilot noticed that a light tailwind had developed. the wind was not indicated on the wind sock as it was made from material too heavy to respond to light winds				78-131	9	21
79/52	ACC	MA	19/03/1979	EGB	BIDEFORD	Takeoff run appeared normal until failed to become airborne at rotation. pilot jettisoned some of load and aircraft lifted off but too late to avoid collision with fence at end of strip. remaining load dumped and pilot able to fly aircraft back to the strip for uneventful landing. probable that tail wind drift affected aircraft during latter stage of the takeoff.				79-055	9	22
79/57	ACC	MA	27/03/1979	CTI	FAIRFIELD	While topdressing close to a residential area aircraft was observed to enter a steep turn at low altitude. the turn was progressively tightened and the angle of bank increased with the aircraft in a nose high attitude. during the turn aircraft stalled and although pilot jettisoned the load insufficient altitude available for recovery before colliding with terrain.				79-054	9	23

79/83	ACC	MA	11/06/1979	DMJ	NR MILTON	The aircraft failed to become airborne on a topdressing sortie. the pilot in command was fatally injured when the aircraft rolled some 70 m downhill beyond the strip and impacted heavily on a small ledge.				79-081	9	24
80/29	ACC	MA	7/02/1980	EMF	NR WAIPUKURAU	On the first sortie of the day, the aircraft was seen to climb towards the sowing area in a steep nose up attitude. just short of the area to be sown the aircraft stalled, a wing dropped and the aircraft struck the ground inverted. a severe fire broke out at impact.				80-027	9	25
80/44	ACC	MA	20/03/1980	EGV	NR ROTORUA	While working off a level airstrip in varying tailwind conditions the aircraft lost height after takeoff and collided with a fence.				80-032	9	26
81/86	ACC	MA	21/10/1981	CCT	ORMONDVILLE	After takeoff the aircraft turned into a downdraught on the lee side of a ridge. the pilot attempted to jettison the load and turn away from the area but the aircraft continued to sink until it collided with the ridge.				81-083	9	27
84/108	ACC	MA	11/11/1984	BIK	NR MATAMATA	While taking off from a farm airstrip on the 14th sortie of the day the aircraft struck a fence. it became airborne briefly before striking a substantial tree and diving steeply into a gully.				84-114	9	28

85/45	ACC	MA	9/05/1985	BVU	NR GISBORNE	After takeoff the pilot made a steep left turn. the aircraft sank and rolled left so he jettisoned the load. the aircraft continued to sink and the left wing struck the ground and it cartwheeled.				85-045	9	29
86/33	ACC	MA	20/03/1986	DHE	WHAREPUHUA NGA	While the pilot was turning in his seat to look at a loader, one of his boots became jammed in a rudder pedal. he was unaware of this until after the takeoff was started. the load was jettisoned as the aircraft became airborne off the side of the strip, damaging the elevator and wing on the edge of the strip.				86-031	9	30
87/53	ACC	MA	6/05/1987	CBI	NR MATAKANA	During the first takeoff from a topdressing strip the aircraft's tailplane collided with a boundary fence. part of the tailplane subsequently separated in-flight and the aircraft dived into the ground out of control. the pilot received fatal injuries in the accident. probable cause was that the pilot failed to jettison the load early enough to restore the aircraft's takeoff performance which had been degraded by the kikuyu grass on the airstrip.				87-055	9	31
87/108	ACC	MA	24/11/1987	BIX	WHAKAMARU	The aircraft struck the ground after takeoff due to a tailwind gust.				87-118	9	32

89/77	ACC	MA	15/09/1989	BWV	WHAREORA	During takeoff wheel drag was experienced due to boggy areas on the downhill airstrip. the pilot abandoned the takeoff but could not prevent it overrunning through a fence				89-079	9	33
90/17	ACC	MA	19/01/1990	DUF	NR TE ANGA	During the second takeoff of the day a tailwind gust occurred. the pilot's attempts to jettison the load of wet lime were unsuccessful and the aircraft sank off the end of the strip into a swamp.				90-016	9	34
90/89	ACC	MA	19/06/1990	BHV	KERIKERI AD	During takeoff from a long level airstrip a slight power loss occurred which degraded the aircraft's acceleration. the load was jettisoned but this did not prevent a collision with some scrub which caused the aircraft to slew and impact onto a road.				90-085	9	35
90/92	ACC	MA	4/07/1990	DGE	HIGH PEAK STATION, C	Towards the end of the takeoff a strong tailwind gust and downdraught was encountered. the aircraft's tailplane struck a fence and the fletcher sank down a steep face before striking the ground with its left wing and coming to rest against a tree.				90-093	9	36
91/453	ACC	MA	28/08/1991	CZA	Pahiatua	Takeoff, hit fence					9	37
92/1017	ACC	MA	20/04/1992	DHD	nr Waikaremoana	Heavy, slow, stalled					9	38
92/3804	ACC	MA	12/11/1992	EGH	nr Dannevirke	Hit fence on farm strip takeoff, diverted, crashed					9	39
93/350A	ACC	MA	28/01/1993	DZF	10 N Dannevirke	Poor takeoff performance, jettison system failed					9	40

94/1155	ACC	CR	29/03/1994	DZB	2 S Ngaruawahia	Manoeuvring low level, incipient spin, hit ground				94-010	9	41
94/1789	INC	MI	19/04/1994	DZO	TE ANGA	ON T/O A/C RAN INTO AN AREA OF DOWN DRAUGHT AND SANK SLIGHTLY CAUSING ONE MLG TO HIT A FENCE POST.					9	42
94/2081	ACC	CR	11/05/1994	CMG	Argyll East	Turbulence, aircraft sank, hit ground heavily					9	43
94/3633	ACC	MA	18/09/1994	EGX	Okaihau	Excessively wet material, dump failed, hit hill					9	44
94/4134	ACC	CR	3/11/1994	EFO	Kaikohe	Crashed shortly after takeoff				94-025	9	45
95/1273	ACC	CR	7/05/1995	EMB	8NM NE TAUPO	TOPDRESSING ACFT ON THE THIRD SOWING RUN OF THE DAY IMPACTED ON LEVEL GROUND SOME 8KM NORTH EAST OF TAUPO				95-007	9	46
95/1541	ACC	CR	8/05/1995	JAL	TE AKAU	AIRCRAFT OVERRAN RUNWAY AND CAME TO REST IN A BANK.					9	47
95/1708	ACC	CR	6/06/1995	EMU	LAKE GRASSMERE	AIRCRAFT FOUND BURNT OUT AFTER COLLISION WITH THE FACE OF A HILL				95-010	9	48

95/3614	ACC	MA	24/10/1995	BHJ	HOKITIKA	A Fletcher top dressing aircraft was engaged in agricultural operations sowing lime from the Raft Creek airstrip in the Kokatahi Valley on the West Coast of the South Island. Satisfactory performance was being achieved with 14 loads of one tone each for 4 5 minutes. On the 15th consecutive load the aircraft failed to reach decision point speed and despite an attempted jettison of load the aircraft impacted with a fence at the end of the strip as the aircraft was becoming airborne. The jettison was completed and the aircraft landed for inspection.					9	49
95/3133	ACC	CR	1/11/1995	EUG	RANGOIO STATION	Aircraft impacted with ground during topdressing operations.				95-018	9	50
96/1145	ACC	MA	23/03/1996	EMN	Otapari Gorge	During take off run aircraft outer panel hit fence post. Minor damage to elevator trim tab. This was the first take off of the day on a wet strip and it appears the pilot may have miscalculated the take-off distance.					9	51

96/2415	ACC	MA	6/09/1996	BDS	Manawahe	Topdressing aircraft was flying into a narrowing gully and towards a ridge. Pilot realised too late there was insufficient performance to clear the ridge. Attempted to dump the 750 kg load. Did not release. Hit top of hill.					9	52
96/2551	ACC	MA	21/09/1996	CDZ	PUIRI	Failed to get airborne - due wind gust. Engine operating normally.					9	53
97/91	ACC	CR	21/01/1997	EHX	8 WSW Taihape	Whilst conducting topdressing operation, aircraft impacted with terrain in descending turn. 1 Fatal, aircraft destroyed.					9	54
97/492	ACC	MA	24/02/1997	DZF	East Dannevirke	The pilot was sowing into a narrow, rising valley when he encountered heavy sink. Unable to turn within confines of valley and despite application of full power, 20 degree flap and payload dump, he failed to establish a climb. Aircraft stalled and impacted valley side. Pilot injured. Aircraft destroyed.					9	55
97/2568	ACC	CR	29/08/1997	DIL	FAIRLIE	While positioning for a spreading run, aircraft encountered loss of lift. Crashed into paddock 5nm South East of Burkes Pass. Substantial damage.					9	56

99/1481	ACC	MI	19/03/1999	DLQ	Waituna West	The aircraft encountered sink during the takeoff and stuck a fence post at the end of the runway. It remained airborne and was flown back to base. Damage was caused the right hand flap.					9	57
99/732	ACC	CR	27/03/1999	EMV	nr Riversdale Beach	Significant event: The aircraft, with a 23-hundredweight load, became airborne but sank rapidly off the end of the strip in a nose-high attitude. It collided with a fence, damaging the left wing spar and the tailplane. At this point load jettisoning was observed, and the aeroplane climbed briefly before rolling to the left and striking the ground inverted. The pilot was killed in the final impact.				99-002	9	58
99/2831	ACC	MA	28/09/1999	DLS	Raetihi	The pilot reported that, on the take-off roll, the engine appeared to overspeed and the aircraft failed to take off. It sank into a shallow gully off the end of the strip.					9	59
00/614	ACC	MA	9/03/2000	LAY	Te Miro	On the first flight after refuelling, the aeroplane was taking off on an uphill strip with a quartering tailwind. The pilot commenced jettisoning the load when he realised he was not going to get airborne. The aeroplane collided with a deer fence and a trough on the lower side of the strip. The pilot was not injured.					9	60

00/4078	ACC	CR	14/12/2000	BHL	Raglan, Te Akau	The aircraft took off from an airstrip near Raglan (Te Akau) failed to become airborne and crashed into the hillside. The aircraft was destroyed in the accident					9	61
01/2183	ACC	MA	26/06/2001	EMW	Mangapai	The aircraft sank after takeoff and hit a fence post with the left wing, which damaged the aileron. The pilot managed to circuit and land safely					9	62
01/2806	ACC	MA	19/08/2001	EMN	Dipton West	On the 17th flight from the strip, the right main undercarriage struck a clump of tussock or similar obstruction and became partially detached. The pilot reported also that a rectangular hole was torn in the top surface of the wing. He diverted to Gore (company base) where the trailing wheel caused further damage to the right flap on landing.					9	63
01/3065	ACC	CR	7/09/2001	CMN	Waiotira	The aircraft failed to become airborne within the length of the airstrip. The left wing struck a fence then scraped the ground. The pilot jettisoned the load and became airborne but was unable to control the aircraft and prevent it from impacting ground .					9	64

01/3127	ACC	MI	14/09/2001	SAJ	Mangatahi	The Fletcher clipped a fence at the end of the airstrip on takeoff. The pilot jettisoned the load and carried out an emergency landing in an adjacent paddock. Damage was limited to the undercarriage and the the fuselage underbelly.					9	65
01/4371	INC	MI	4/12/2001	JAA	Pahoia	During the 3rd takeoff run the pilot realised he may not clear the fence so he jettisoned the load. The aircraft lifted off but the tail cone just clipped a fence. The pilot landed and inspected the area for any damage and then flew back to the maintenance base for a further inspection.					9	66
01/4194	ACC	CR	23/12/2001	MAT	Hukerenui	The aircraft took off from an airstrip with a load of lime. The pilot then entered the sowing area which was a valley system in hilly terrain. The pilot attempted to dump the load but the aircraft hit some trees then the ground and caught fire. The pilot was killed.					9	67
02/1262	ACC	MA	25/04/2002	EUH	Opunake	During the takeoff the pilot realised that the aircraft was not accelerating as it should. He dumped the fertilizer became airborne but clipped the fence with the right wing. The pilot decided to divert to Stratford where he landed safely. The aircraft sustained minor damage.					9	68

03/15	ACC	MA	7/01/2003	DMO	Waitahuna	The pilot lined up on the sloping airstrip, but picked the wrong reference point on terrain visible beyond the crest. On the takeoff roll, he found that as he came over the crest, he was about 25 degrees off the line of the strip. He commenced jettisoning the load but was unable to clear the head of a small gut adjacent to the strip. The aeroplane was substantially damaged, but the pilot was uninjured.					9	69
03/3733	ACC	CR	19/12/2003	BXZ	10 SW Te Kuiti	The aircraft descended after takeoff and flew into a small ridge a few degrees off the runway centreline fatally injuring the pilot.					9	70
05/2301	INC	MI	30/04/2005	BHK	Lumsden	The pilot reported that the aircraft experienced a lime hang-up while sowing a 35 tonne of lime, the product would not flow from the hopper door.					9	71
06/1135	ACC	CR	31/03/2006	EGP	Kaitaia	It was reported that an aircraft carrying out agricultural operations has had a fatal accident near Brass Road, Kaitaia. There was only the pilot on board.					9	72
08/984	INC	MI	27/02/2008	EGT	Wanstead	Left flap trailing edge contacted the top of a fence post during a takeoff sustaining minor damage.						9 73

08/1400	ACC	MI	3/04/2008	DLQ	Opotiki	The aircraft was taking off from a farm strip when it was caught in a downdraught as it crossed a small gully. Despite the pilot initiating a jettison of the load the aircraft the aircraft continued to sink and struck a fence. The impact caused a main undercarriage leg to fold rearwards. The pilot flew on to Opotiki and made a successful landing.						9	74
08/1714	ACC	CR	25/04/2008	DZC	Kaihoka Lakes	The topdressing aircraft collided with terrain during the take-off. The pilot lost control soon after the collision and during the ensuing accident he was seriously injured and the aircraft was destroyed.				IMcClellan		9	75
93/2205A	DEF	MI	17/08/1993	EMX	ARDMORE		TRANSISTOR					10	1
95/1821	INC	MI	22/06/1995	DLQ	NEW PLYMOUTH	A/C HEARD CIRCLING THE AERODROME. NO CALLS RECEIVED, A/C DID STANDARD O/H REJOIN FOR RWY 23. GIVEN GREEN LIGHT TO LAND. PILOT REPORTED TO TWR HAD DIVERT DUE WX AND HAD RADIO FAILURE						10	2
95/1906	DEF	MI	22/06/1995	BHG	HAMILTON	A new emergency locator transmitter self activated whilst aircraft on ground and not being worked on.	Emergency locator transmitter		53501			10	3

04/2783	INC	MI	27/08/2004	JAA	Tauranga	Airways reported that ZK-JAA called 10NM to the west of NZTG. During the transmission, the transmission cut out and only carrier wave was received. However, the TG TWR controller issued zone entry instructions. The flight called again at the sports ground and circuit joining was provided. However, light signals were used to confirm landing clearance when the aircraft was on final.					10	4
04/2805	DEF	MI	29/08/2004	JAA	Tauranga	Airways reported that the aircraft taxied onto grass 25 and got airborne without making any RTF contact with the tower, which had been on watch for ten minutes. The pilot reported that he made calls and saw people in the Tower as he flew past. He called the Tower from his destination and established he had a radio problem.	Radio				10	5
07/395	DEF	MI	7/02/2007	EML		Airways reported that the aircraft experienced communications failure and squawked 7600, entering WB CTR at Okaramio and subsequently flying the DOMES arrival to NZOM.					10	6
07/1990	DEF	MI	2/05/2007	DHE	Auckland	On retraction to Flaps 2 the Leading edge amber light remained illuminated	loose switch	H/O 1026-2	9025		10	7

08/391	DEF	MI	28/01/2008	EME	Taupo	The pilot reported that while airbourne he noticed that the Generator was not charging. On landing he found that the Starter/Generator had detached from it's mounting point.	Starter/Generator	LUN2132.0 2-8	5830920			10	8
08/1462	DEF	MI	4/04/2008	JSW	Gore	ELT antenna broken just above antenna block (diode).	Antenna	110-773				10	9
08/1883	DEF	MI	28/04/2008	DUJ	Hamilton	During a functional ELT self check the "G" switch was found not working.	Me406 "G" switch	453-6603	01952			10	10
08/2224	DEF	MI	23/05/2008	EMG	Gore	Maintenance reported an Antenna broken after 70hrs in service. Broken just above diode block on Antenna.	Antenna	110-773				10	11
08/3477	DEF	MI	13/08/2008	DUJ	Pukehoe East	Refer to Engineering.		Me406 Artex ELT				10	12
08/3682	DEF	MI	20/08/2008	DUJ	Hamilton	The Operator reported on DUJ's ELT follow-up ME406 - went off by itself (first time this had happend). Two days later it went off again.						10	13
08/3056	DEF	MI	17/07/2008	DUJ	Hamilton	The Operator reported remote switch LED light on permanently.	ELT	453-6603	07437			10	4
92/830	INC	MA	31/03/1992	CDZ	PMCTR	SHORTLY AFTER TKOF RWY 25 BOUND YP ACFT REQUESTED LDG RWY 25 DUE SERIOUS NOSE UP PROBLEM, EMERG SERVICES ALERTED AND ACFT LANDED SAFELY						11	1
94/1345	DEF	MA	15/02/1994	JAC	WHANGAREI	A CONTROL CABLE HAD BROKEN THROUGH MORE THAN HALF ITS BRAIDS.	CABLE	CAB-D-14- 83-2624				11	2
94/4207	DEF	MA	6/11/1994	EMN	INVERCARGILL	CONTROL CABLES PREMATURE WEAR.	FLT CONTROL CABLES					11	3

94/4246	DEF	MA	9/11/1994	EGV		IN FLIGHT RUDDER JAMMED IN NEUTRAL POSITION.	RUDDER	24 2401			11	4
95/2389	DEF	MA	7/08/1995	CBA	OROP	While aerial topdressing rudder pedal's went slack. Realizing still had control of aircraft proceeded back to airstrip. Discovered rudder torque tube broken.	TORQUE TUBE	242409			11	5
96/1574	DEF	MA	4/06/1996	EGU	HAMILTON	Throttle cable appears to have fatigued and subsequently broken approx 12 inches from engine throttle fork end. Suspect routeing fault	THROTTLE CABLE	243357-2			11	6
97/2864	DEF	MA	16/09/1997	DHD	Fielding	Elevator trim system found to be installed incorrectly.	Trim drum				11	7
97/2865	DEF	MA	16/09/1997	DHD	DANNEVIRKE	Flight control cables found to be installed grossly over tensioned.	Cable tension				11	8
97/2863	DEF	MA	25/09/1997	DHD	FEILDING	Aircraft elevator cable worn excessively and over tensioned from rebuild. Also trim assembly jammeing and found to be assembled incorrectly. Concerned at the potential for fatal accident. Aircraft was rebuilt at <deleted> but was sent to <deleted> where fatal flaws were found.					11	9
99/3510	DEF	MA	10/12/1999	EOE	NEW PLYMOUTH	The Fletcher FU24 pilot called at Oakura, west of New Plymouth, to advise he was joining and had a broken rudder cable. He was anticipating handling and control problems on finals and after landing. A local standby was declared however the aircraft landed safely.	Rudder Cable				11	10

00/3448	DEF	MA	30/10/2000	JSW	GORE	Engineering noticed abnormal wear in the Power Lever and Quadrant Gate in the cockpit that required the removal and replacement of both items	Power Lever & Quadrant Gate	TCL 06-004-1			11	11
03/3950	DEF	MI	29/12/2003	DHD	Fielding	On the pre flight check the pilot noticed stiffness in the elevator. After a few movements and a small amount of force the stick moved freely without any further problems. On take-off the aircraft was extremely nose heavy. The aircraft re-circuited and landed safely.	Horn Trim Tab	242532-8			11	12
04/1028	DEF	MI	10/03/2004	EUH	Wanganui	It was reported that during the 100 hour inspection the flap control handle ratchet was found cracked where it is welded to the tube	Handle ratchet mount	08-45911-1			11	13
04/2760	DEF	MA	19/07/2004	EUH	Wanganui	The operator reported that the aircraft's direct aileron cables were found badly worn.	Aileron Control Cable	242597			11	14
04/4278	INC	MI	4/11/2004	EGV	Hamilton	The Operator reported that ZK-EGV just had a new electric trim switch fitted. Shortly after take off the pilot applied forward trim which evidently resulted with the opposite occurring and the nose of the aircraft lifted.	Maintenance error				11	15
04/4111	DEF	MI	22/11/2004	EGS	Aero Support	It was reported that the right hand aileron cable, fitted at 7512 hours, was found worn after 7986 hours TIS.	Aileron Cable				11	16

04/4099	DEF	MI	30/11/2004	CRY	Hamilton	It was reported that the aircraft pulley bracket that is holding the aileron pulley to the side of the cockpit has a crack at the attachment end.	Pulley bracket				11	17
05/195	DEF	MI	28/01/2005	EUC	Napier	During a routine maintenance aileron cable inspection, as per DCA/FU24/174, it was revealed that several aileron control cables were worn to M.M limits some with broken wires.	Aileron Cables		242671, 672, 597		11	18
05/1216	DEF	MI	7/04/2005	JNX	Hamilton	The pilot reported that the elevator control was noisy and notchy.	Elevator pulley				11	19
05/1274	DEF	MI	11/04/2005	EMG	Gore	During inspection it was found the plug in the end of the aileron push rod was working.	Aileron push pull rod	242502			11	20
06/2388	DEF	MI	19/03/2006	EMW	Rotorua	During landing a problem with the flaps was experienced.	Flap torque tube	242552			11	21
06/1304	DEF	MI	2/04/2006	EUH	Wanganui	An investigation into an inservice defect found that the throttle cable was found broken.	Throttle Cable	24 1624-1			11	22
06/2482	DEF	MI	3/06/2006	EUH	Wanganui	The aircraft's hopper control lever broke off during a ground run.	Hopper control lever	249479			11	23
07/436	DEF	MA	7/02/2007	EGV	Whakatane	The pilot reported that during the take off the elevator became stiff to operate.	Elevator rear pulley				11	24
07/2685	DEF	MI	8/07/2007	EFM	Hamilton	The Operator reported that rivets found to be very loose which caused aileron control loss.					11	25

07/3839	DEF	MI	17/10/2007	EME	Taupo	It was reported that pilot noticed a vibration in the Rudder Pedals. The vibration was difficult to replicate on demand but was noticeable in the climb at climb power settings with 3 notches of flap at 70-80 kts.	Hopper Fairing		256			11	26
08/1385	INC	MI	14/02/2008	EMW	Rotorua	The Operator reported trim failed over a couple of days would work for a while and then stop again. Flown to HN where the trim motor was replaced.						11	27
08/2286	DEF	MA	20/05/2008	EMX	Hamilton	Defect report - Submitter reported Aileron L/H spar found cracked during routine inspection.	SPAR 241506-2L	241538L	297			11	28
08/3992	DEF	MI	25/08/2008	EMW	Hamilton	The Operator reported over a period of time, the pilot noticed a slight jamming of the control column and this got progressively worse to where the pilot had to move it to the left and then back to the right to get free movement. Jamming was always when trying to roll to the right from a LH turn. Once fixed it was very noticeable how free and light the control column movement was.	Aileron					11	29
91/1218A	INC	MA	29/12/1991	BOF	KAWERAU	FORCE LANDED DUE ENG PROBLEM. PILOT SUSPECTED FUEL SABOTAGE. Nature of the occurrence						12	1
93/2461	INC	MA	3/06/1993	DYJ	GISBORNE	A/C JUST AIRBORNE RETURNED TO LAND WITH STRONG SMELL OF AVGAS IN COCKPIT.						12	2

00/3286	DEF	MI	20/09/2000	EMN	GORE	During an inspection it was found that 2 of the stabiliser balance weight attachment lock nuts were loose. This was possibly due to repeated use or incorrect tightening in the past.	Barrel nuts	1452-048			13	1
03/3946	INC	MI	15/12/2003	EUH	Taranaki area	It was reported that the aircraft's tailplane just clipped a cow before touchdown while landing on a farm strip. The leading edge skin and ribs were badly damaged so the elevator was replaced.	LH Leading edge				13	2
07/3028	DEF	MI	20/08/2007	EUF	Taieri	During a routine inspection a crack 1 1/2 inches long was found on the stabilator spar main beam top angle just inboard of the RH upper skin attachment.	Angle - Main Beam - Top	242209			13	3
08/937	DEF	MA	20/02/2008	CRY	Hamilton	The Operator reported further investigation around area of working rivets on RH outer panel revealed outer RH spar web and lower cap cracked at 100 hr inspection at Hamilton Hanger .					14	1
02/3757	DEF	MI	24/10/2002	DUJ	Masterton	After finding other cracks in the airframe the engineers removed the hopper and found several more stress cracks in areas which cannot be normally seen in a standard 100 hour check.	Fuselage components		196		15	1
06/396	INC	MI	11/01/2006	JNX	Huntly	The Operator reported that the hopper lid detached due to cracking in the framework during the flight.					15	2

06/479	DEF	MI	4/02/2006	JNX	Rotorua	The Operator reported that the hopper detached itself from the aircraft during flight. It was left in place only by a piece of rope.	Hopper Lid				15	3
07/364	INC	MI	21/01/2007	CRY	Matammata	The aircraft was in the cruise when the bottom of the lift up canopy flew up and caused damage to the right hand side before detaching and falling to the ground.	Canopy				15	4
08/2143	INC	MI	20/05/2008	EME	Taupo	Fertiliser deflector plate attached under the aircraft was seen to be flexing during flight.	TCL 09 101 1	TCL-09-101-6			15	5
87/24	ACC	MA	13/02/1987	DZA	NR ORARI GORGE	After 100 tonnes of fertiliser had been sown on a hill country station, a spreader unit was attached to aircraft and pilot took off to sow pellets on higher country on same property. 5 mins later the aircraft landed and came to rest abruptly on a spur. personnel who reached the aircraft with a minimum of delay found aircraft extensively damaged and pilot dead. probable cause was an inflight medical incapacitation which prompted the pilot to attempt to land without delay.				87-046	16	1

88/100	ACC	MA	27/12/1988	EMZ	NR RANGITATA	The pilot was engaged in spraying a potato crop. towards the completion of this task the aircraft dived into the ground during a turn. probable cause of the accident could not be established. findings; aircraft dived into the ground during a reversal turn. the mixture of chemicals being sprayed contained a concentrate classified in toxicity as a dangerous poison. pilot did not ensure he was fully protected against the mixture during loading. not determined if any (f3 for more)				88-098	16	2
06/1021	INC	MI	25/03/2006	DJE	Motueka	The pilot felt some chest discomfort after take off and after a couple of minutes decided to descend and land. About 3 hrs later after feeling worse he was taken to A&E where he was diagnosed with a collapsed lung. The pilot had suffered a chest infection prior to this event that had been treated with antibiotics.					16	3

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	P/ N	Part S/N	TAIC Ref	Class	Total
91/35	DEF	MA	10/01/1991	LTR	WANGANUI						0	1
91/256	DEF	MA	25/05/1991	LQ	INVERCARGILL						0	2
91/1278	DEF	MA	14/10/1991	LTS	WANGANUI						0	3
91/900	DEF	MA	14/10/1991	LTS	WANGANUI						0	4
91/901	DEF	MA	14/10/1991	LTS	WANGANUI						0	5
91/902	DEF	MA	14/10/1991	LTS	WANGANUI						0	6
91/903	DEF	MA	14/10/1991	LTS	WANGANUI						0	7
91/897	DEF	MA	23/10/1991	LTR	WANGANUI						0	8
91/898	DEF	MA	23/10/1991	LTR	WANGANUI						0	9
91/899	DEF	MA	23/10/1991	LTR	WANGANUI						0	10
92/2575	DEF	MA	20/03/1992	LTS	UNKNOWN						0	11
92/4522	DEF	MA	23/11/1992	LTS	WANGANUI						0	12
92/4527	DEF	MA	23/11/1992	LTS	WANGANUI						0	13
92/4528	DEF	MA	6/12/1992	LTR	WANGANUI						0	14
92/4529	DEF	MA	6/12/1992	LTR	WANGANUI						0	15
92/4530	DEF	MA	6/12/1992	LTR	WANGANUI						0	16
93/902	DEF	MA	16/02/1993	LTR	WANGANUI						0	17
93/1811	DEF	MA	26/02/1993	JAD	TAUPO						0	18
93/1472	DEF	MA	11/03/1993	LQ	INVERCARGILL						0	19
93/1423	DEF	MA	17/03/1993	LTS	WANGANUI						0	20
93/2339	DEF	MA	12/05/1993	TMN	HAMILTON						0	21
93/2459B	DEF	MA	2/06/1993	JAD	TAUPO						0	22
93/2728	DEF	MA	8/06/1993	LTP	NAPIER						0	23
93/2729	DEF	MA	8/06/1993	LTP	NAPIER						0	24
94/1716A	DEF	MA	18/04/1994	JAD	HAMILTON						0	25
94/3956	DEF	MI	19/09/1994	LTS	WANGANUI		FLANGE	08-40027-2			0	26
95/3668	DEF	MA	13/09/1995	LTR	WANGANUI		Bell crank mount tube	08-11219-1			0	27
01/1783	DEF	MI	25/03/2001	LTT	Napier	Angle capping cracked at l/h side from relief cut out.	Angle Capping				0	28
96/2641	DEF	MA	19/08/1996	LTR	WANGANUI	Rear fuselage frame P/N 08-11125-12	Frame	08-11125-12			1	1

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	P/ N	Part S/N	TAIC Ref	Class	Total
97/3830	DEF	MA	1/12/1997	LTW	MALAYSIA	During maintenance the rudder almost came off when an engineer applied pressure to the top rudder hinge.	top hinge	08-32037-1			1	2
97/3831	DEF	MA	1/12/1997	JAD	MALAYSIA	During maintenance the rudder almost came off when an engineer applied pressure to the top rudder hinge.	Top hinge	08-32037-1			1	3
97/3832	DEF	MA	1/12/1997	LQ	MALAYSIA	During maintenance the rudder almost came off when an engineer applied pressure to the top rudder hinge.	Top hinge				1	4
98/1059	DEF	MI	9/04/1998	TMM	TAUMARUNUI	A pilot of a light aircraft noticed that the top of the rudder had a lot of side movement.	RUDDER TOP RIB				1	5
99/780	DEF	MI	17/03/1999	TMM	HAMILTON	n/a	UPPER RIB	08-33035-1			1	6
99/1892	DEF	MA	15/06/1999	LTX	NAPIER	During a routine inspection (100 hour) the rudder top attachment was noted to be loose. On removal it was found that the anchor nut was torn away from the rib. It appears that there was at least four holes drilled 2 leg anchor nut	Rudder top attachment				1	7
99/2731	DEF	MA	16/08/1999	LTX	NAPIER	During routine inspection, the rudder tip attachment plate was found to be missing rivets on both sides.	Rudder				1	8
00/1690	DEF	MA	22/05/2000	LTU	NAPIER	The vertical fin skin had a 6 inch long crack from adjacent the top of the rudder mount bracket. It is suspected excessive loads have been imposed on skin.	SKIN CRACKED	08320014	014		1	9
00/1769	DEF	CR	26/05/2000	LTT	MATAMATA	Significant Event. During topdressing operation, loader driver noticed vertical fin movement during taxi up to loading area and previous take-off. Examination of area revealed fractured vertical stabiliser Forward fitting. Forward location only held by dorsal fin attachment screws most of which were ripped out.	fitting - forward fin attach.	2430172	NSN		1	10

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	P/ N	Part S/N	TAIC Ref	Class	Total
01/3778	DEF	MA	23/10/2001	WAT	Christchurch	During the pre-flight inspection the pilot noticed excessive movement of the rudder at the upper pivot bolt location. Closer inspection revealed that the upper pivot bolt nut had detached and caused elongation of the bolt hole in the rib.	Rudder attachments.				1	11
02/2467	DEF	MI	8/08/2002	LTT	Napier	During a check of the upper rudder hinge bracket a crack was found in the rib pivot attachment.	Upper rudder rib 08-33035				1	12
03/835	DEF	MI	4/03/2003	LTE	Napier	During routine maintenance inspection of the rudder top hinge location revealed a cracked rib. The rib was renewed.	Rudder rib				1	13
03/1896	DEF	MI	8/06/2003	LTE	Napier	The rudder top rib was found cracked around the anchor nut periphery during a routine inspection.	Rudder top rib	08-33035-1			1	14
03/1996	DEF	MI	30/06/2003	LTA	Napier	The upper rib was found cracked around the counter sunk rivet head location that holds the upper pivot bolt anchor nut. ☒ As previously reported the ribs thickness does not seem to contain any fatigue.☒	Rudder top rib	08-33035-1			1	15
03/2355	DEF	MI	23/07/2003	LTX	Napier	During a routine inspection of the rudder area the upper rib was found to be cracked.	Upper Rib	08-33035-1			1	16
03/2847	DEF	MA	9/09/2003	TML	Hamilton	The pilot noted the aircraft's rudder sitting at a abnormal angle after delivery for a 100hr inspection.	rudder upper rib	08-33035-1			1	17
04/1665	DEF	MA	23/03/2004	LTX	Napier	It was reported that the rudder spacer was found with side flanges cracked.	Spacer	08-33041-1			1	18
04/1305	DEF	MI	21/04/2004	LTY	Wanganui	It was reported that during the 100 hour inspection the veretical fin front mount was found broken off.	Front Mount	243017-2			1	19
04/1803	DEF	MA	31/05/2004	LTH	Wanganui	It was reported that whilst changing the fin mount from aluminium to steel, the original fitting was found cracked one third to half way across.	Front Mount	243017-2			1	20

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05/1415	DEF	MI	19/04/2005	NZO	Queenstown	There were a number problems found whilst trying to fit modification PAC/CR/0427 to a Cresco 08-600 aircraft.	Rudder top hinge	PAC MOD CR 0427			1	21
05/2942	DEF	MA	24/08/2005	LTX	Napier	During a scheduled inspection of a Cresco aircraft the fin leading edge skin was found to be cracked at the top of bulkhead P/N 242305-2 attachment.	Fin Leading Edge	08-32001-4			1	22
07/1266	DEF	MI	2/04/2007	EEL	Taieri	Fin leading edge skin found cracking from top of cut-out area for PN: 242305-2 bulkhead.	Leading Edge Skin	242308-3			1	23
83/34	ACC	MA	19/03/1983	LTR	L TAUPO	The right wheel and oleo piston separated from the aircraft as it touched down during the landing run following a topdressing flight.				83-036	2	1
93/2459A	INC	MA	3/06/1993	JAD	TAUPO	ON T/O WITH FULL LOAD, PILOT FELT KNOCK UNDER A/C, DISCOVERED WHEEL MISSING UNDERTOOK EMERGENCY LANDING WITH MINIMAL TO NO DAMAGE.					2	2
93/4005	DEF	MI	20/08/1993	TMN			LANDING GEAR	245106			2	3
93/5343	DEF	MA	7/11/1993	LTS	WANGANUI		NOSE WHEEL STEERING POST	08-45661-2			2	4
93/5724A	DEF	MA	9/12/1993	TMN	OKAHUKURA		MLG LUG ATTCHMENT BOLTS	AN5-37A & AN5-40A			2	5
93/5724	ACC	MA	10/12/1993	TMN	5 N Taumarunui	Right undercarriage leg collapsed on landing					2	6
94/4528	DEF	MA	1/12/1994	TMN	HAMILTON	PILOT REPORTED PORT MAIN LANDING LEG AT AN UNUSUAL ANGLE	ATTACHMENT BOLT	NAS 1306-78			2	7
95/2061	DEF	MA	19/04/1995	LTR	WANGANUI	.	Steering post	08-45661-2			2	8
96/584	DEF	MA	15/02/1996	LTP	NAPIER	Masin landing gear. Bolt head separated from stem.	bolt	AN5 -40A			2	9
96/3649	DEF	MA	26/10/1996	LTT	MALAYSIA	Aircraft parked overnight and observed the next day to have undercarriage collapsed on the RH side.	CYLINDER	08-40027-3	CLMG - 006		2	10

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97/593	DEF	MA	29/01/1997	TMN	TAUMARUNUI	Three MLG attach bolts failed allowing gear to rotate rearward, which caused flap, rear spar and skin damage. these bolts have failed before on this aircraft but no other Cresco is having this problem.	BOLTS 3	MA21250-06078			2	11
97/1711	DEF	MI	4/04/1997	LTS	WANGANUI	Nose wheel steering post cracked at lower bearing flange.	Steering post	08-45661-2			2	12
97/2107	DEF	MA	7/05/1997	LTS	WANGANUI	The main wheel axle was found to be badly cracked at the mounting. The flange was very close to breaking off.	Axle				2	13
97/1710	DEF	MI	8/05/1997	LTR	WANGANUI	Nose wheel steering post cracked at lower bearing flange.	Steering post	08-45661-2			2	14
98/3774	DEF	MI	24/02/1998	LTU	NAPIER	During maintenance the LH main landing gear was found cracked.	left hand cylinder	08-40027-3	CLGM009		2	15
98/3775	DEF	MA	5/03/1998	LTT	New Zealand	During normal landing the right hand main landing gear assy departed the aircraft. The aircraft's right hand wing slid down onto the ground and the aircraft came to a stop.	cylinder	08-40027-3	clmg 003		2	16
99/874	DEF	MI	10/02/1999	EEL	TAIERI	n/A	08-40021-1 AXLE	08-40021-1			2	17
99/2570	DEF	MI	30/08/1999	TMM	HAMILTON	The right hand main landing gear lug attachment bolts (3) the rear bolt with head missing found by Pilot during preflight inspection.	Bolt	NAS1305-58			2	18
00/227	DEF	MA	17/01/2000	TMM	HAMILTON	During routing maintenance the cylinder flange at the torque link was found cracked. On dismantling a piece was found completely adrift. The manufacturer has the unit for investigation.	Cylinder	08-40051-1			2	19
00/448	DEF	MA	15/02/2000	PWT	NAPIER	In carrying out check as per Service Bulletin cracks were found on the main landing gear axles.	Axles	08-40021-1			2	20
00/2854	DEF	MI	2/08/2000	LTY	WANGANUI	Nose wheel steering tube broke off at weld.	Steering tube	2x 5235-2			2	21

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00/2631	DEF	MI	3/08/2000	LTT	NAPIER	Durning routine inspection, righthand MLG cylinder lower flange found with section of flange including rear lefthand lug attachment bolt hole cracked off. This is a known fault.	cylinder	08400511	048		2	22
00/4495	DEF	MI	22/11/2000	LTY	Wanganui	The nose wheel steering pivot pin was found broken at the clevis pin cut out.	Pivot pin	08-45711-1			2	23
01/366	DEF	MI	9/01/2001	WAT	NAPIER	The hopper 'stress band' was cracked at its left and right hand extremities.	Stress Band				2	24
01/1254	DEF	MI	20/02/2001	LTV	Wanganui	The left hand main under carriage cylinder was found to be cracked vertically under the lower clamp joint.	Cylinder	08-450051-1	C4MG 021		2	25
01/2162	DEF	MI	11/05/2001	LTT	Napier	During an inspection the main landing gear cylinder flange was found to be cracked near the forward bow hole.	Cylinder flange				2	26
01/3431	DEF	MI	6/09/2001	LTS	Wanganui	The left hand main under carriage was found to be leaking fluid due to a cracked leg cylinder.	cracked cylinder				2	27
01/3432	ACC	MI	4/10/2001	LTC	Huntermville	While landing on an airstrip the left main undercarriage leg broke off causing the aircraft to slew left and stop short of departing the airstrip. Engineers later jacked the aircraft up, replaced the leg and had it flown back to Wanganui.	L/H Main	08-40051-1	072		2	28
01/4053	DEF	MA	4/12/2001	LTX	Napier	As the Cresco taxied from the loading area, the pilot felt the left main landing gear collapse. The aircraft returned to base where it was found that the cylinder had cracked circumferentially below the lower clamp.	MLG				2	29
02/238	INC	MA	29/01/2002	LTZ	Huntermville	The Cresco was turning in the loading area when the right main undercarriage leg broke off without any prior warning.	R/H Main u/c cylinder	08-40051-1	77		2	30
02/842	DEF	MI	15/02/2002	LTZ	Palmerston North	The Cresco's landing gear axle was found cracked in the flange radius.	Landing Gear				2	31
02/1079	DEF	MI	16/02/2002	TMN	Taumarunui	The pilot reported that the right main landing gear cylinder was leaking oil.	MLG Cylinder				2	32

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02/699	DEF	MA	5/03/2002	TMN	Hamilton	During a 100 hour inspection it was found that the right rear main spar attachment and the associated area were all excessively worn.	Right main spar				2	33
02/850	DEF	MI	5/03/2002	LTA	Napier	While complying with an SB an undercarriage MLG cylinder was found cracked.	MLG cylinder				2	34
02/2318	DEF	MI	23/07/2002	LTX	Napier	During a routine inspection of the main landing gear a crack was found round the root radius of the axle stub.	Axle 08-40021-1				2	35
02/2901	DEF	MI	20/09/2002	LTX	Wanganui	Engineering supplied two Cresco axles for fitting to the aircraft. It was found, by magnetic particle inspection, that both axles were cracked in the flange radius area. NOTE: Duplicate of 3/SAI/186	Axles				2	36
02/3231	ACC	CR	13/11/2002	TML	Aria	The near new Cresco was taking off when an undercarriage leg collapsed causing the aircraft to veer of the strip and down a bank where it suffered major damage. The pilot was not hurt and the weather was fine and airstrip condition good.	Oleo				2	37
02/3578	DEF	MI	26/11/2002	TMN	Hamilton	During routine inspection axles removed for magnetic particle inspection. Both LH and RH MLG axles found cracked.	Axle	08-40021-1			2	38
03/779	DEF	MA	13/03/2003	LTY	Wanganui	While stopping to refuel it was noticed that the right hand main undercarriage leg was on an angle. On inspection it was found the lower front leg mount bolt had failed.	Lower Front Mount Bolt	NAS 1306 - 78			2	39
03/837	DEF	MA	16/03/2003	LTL	Wanganui	The right hand main undercarriage cylinder was found to be cracked around the lug mount flange.	RH Main Undercarriage Cylinder	08-40085-1	011		2	40

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03/1369	INC	MA	3/05/2003	LTA	Gisbourne	The pilot declared a MAYDAY with the intention to land at Gisborne so a full emergency was declared. On arrival, the flight carried out a low pass in front of the tower for an assessment of the nose wheel, which appeared to be normal. The flight then landed safely on grass runway 14.					2	41
03/1446	DEF	MI	8/05/2003	TML	Hamilton	The right hand axle was found to be cracked around its axis during a magnetic particle inspection.	Axle	08-40021-1			2	42
03/2218	DEF	MI	11/07/2003	LTH	Wanganui	The nose wheel steering port to yoke pin was found broken off. ☒ Suspected that pin hole had been filed larger at some stage, which is a normal practise.☒ ☒	steering yoke attachment pin	08-45711-1			2	43
03/2400	DEF	MI	8/08/2003	TMN	Hamilton	During maintenance some suspicious pit markings were noticed on the chrome of the main landing gear oleo piston.	Oleo piston	11-40009-1			2	44
03/2614	DEF	MI	1/09/2003	LTL	Wanganui	. The protective coating was removed from the main landing gear cylinder revealing corrosion between the rosette welded lower flange and the cylinder.	Leg cylinder	08-40085-1	12		2	45
03/2846	DEF	MI	11/09/2003	LTN	Wanganui	A undercarriage cylinder was found badly corroded.	Leg Cylinder	08-40085-1	005		2	46
04/1229	DEF	MI	5/04/2004	LTS	Kaipara	It was reported that whilst operating from a rough strip the RH main undercarriage torque link lower bolt head sheared off.	Torque link lower bolt	NAS1307-780			2	47
04/1393	DEF	MI	19/04/2004	LTY	Taumarunui	It was reported that whilst operating from a rough strip the right main undercarriage torque link lower bolt head sheared off.	Torque link lower bolts	NAS1307-78D			2	48

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04/3232	DEF	MI	6/10/2004	LTS	Wanganui	The aircraft's nose landing gear steering pin was found cracked during a 500 hour inspection.	Steering Pin	08-45711-1			2	49
05/351	DEF	MI	26/01/2005	LTH	Wanganui	A crack was found in the main landing gear axle during a 500 hour magniflux crack inspection.	Axle	08-40021-1	LTS-8		2	50
05/353	DEF	MI	26/01/2005	LTL	Wanganui	A crack was found in the main landing gear axle during a 500 hour magniflux crack inspection.	Axle	08-40021-1	LTY-1		2	51
05/686	DEF	MI	1/03/2005	LTA	Gisborne	It was reported that the aircraft was found to have an MLG Cylinder broken adjacent to the LWR mounting Clamp.	MLG Cylinder				2	52
05/817	DEF	MI	16/03/2005	LTX	Napier	It was reported that the undercarriage piston was found to be bent and approximately 7/16 inches over its length.	Piston				2	53
05/1341	DEF	MI	4/04/2005	LTY	Wanganui	During a 500 hour inspection of a Cresco aircraft the main landing gear axle was found cracked.	Axle	08-40021-1			2	54
05/1340	DEF	MI	18/04/2005	LTL	Wanganui	The lower torque link bolt was found to be cracked during the 100 hour inspection.	Lower Torque Link Bolts	NAS 1307 - 78D			2	55
05/1579	DEF	MI	16/05/2005	LTL	Wanganui	The main landing gear lower torque link bolt was found cracked during the 100 hour inspection.	Lower Torque Link Bolts	NAS 1307 - 78D			2	56
05/1580	DEF	MI	16/05/2005	LTL	Wanganui	The nose wheel steering pin was found cracked during the 500 hour inspection.	Steering Pin	08-45711-1			2	57
05/1881	DEF	MI	27/05/2005	LTX	Napier	The Cresco aircraft axles were found to be cracked.	Axle	08-40021-1			2	58
05/2118	DEF	MI	23/06/2005	LTY	Wanagnui	During the 100 hour inspection the nose undercarriage cylinder was found cracked at the lower flange.	Nose Landing Gear cylinder	08 - 40085 - 1	157		2	59
05/4394	DEF	MI	24/11/2005	LTH	Wanganui	During a 500 hour magniflux inspection the NLG steering pin was found to be cracked.	Steering Pin	08-45711-1			2	60
05/4393	DEF	MI	19/12/2005	LTY	Wanganui	During a 500 hour magniflux inspection the axle was found to be cracked.	Axle	08-40021-1	LTV-5		2	61

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05/4392	DEF	MI	22/12/2005	LTV	Wanganui	During a 500 hour magniflux inspection the MLG axle was found to be cracked.	Axle	08-40021-1	LTV-3		2	62
05/4317	DEF	MI	23/12/2005	TMM	Tiroa	The operator reported that the starboard wing was noticed to be lower than normal during the take off roll during the 11th load of the day. It was found that the undercarriage leg had partially collapsed.	Undercarriage Leg	08-600	037		2	63
06/1165	DEF	MI	2/03/2006	LTS	Wanagui	During a 500 hour NDT inspection a MLG axle was found to be cracked.	Axle	08-40021-1	LTH-2		2	64
06/2004	DEF	MI	4/04/2006	LTN	Wanganui	During a 500 hour magniflux inspection a MLG axle was found to be cracked.	Axle	08-40021-1	LTN1		2	65
06/4496	DEF	MI	20/11/2006	LTZ	Hunterville	The aircraft taxied forward away from the loader, when the nose wheel ran through soft gravel with the propeller striking a large stone in the soft ground.	Propeller	HC-B3TN-3D	BNA260 13		2	66
07/2448	INC	MI	7/07/2007	LTL	Wanganui	The pilot commenced a takeoff on a sowing run and as the aircraft was rotating a thud was heard on the L/H main undercarriage. The view through the hopper mirror revealed the L/H main undercarriage was hanging there and damage to the L/H flap. The load was spread and the aircraft flew to Wanganui Airport where a landing was made with emergency services on standby. Investigation revealed the aircraft had hit a lamb on takeoff and the impact had caused the L/H main landing gear attachment bolts to shear off. This allowed the main leg to contact the flap causing the damage. A warning has been sent out to all pilots on the use of airstrips with stock around.					2	67

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98/3773	DEF	MA	11/12/1998	TMO	HAWKES BAY	During take off the engine suffered significant power loss, to avoid obstacles the load was dumped and avoidance action taken. The aircraft landed without any damage.	bleed valve diaphragm	3100829-03	20A324		4	1
99/304	DEF	MI	3/02/1999	LTV	NAPIER	Crack found on routine maintenance. Indication of crack: paint split and exuding inhibitor fluid.	LH & TOP ENGINE MOUNT BOLT ATT		4		4	2
99/305	DEF	MI	3/02/1999	TMO	NAPIER	Crack found on routine maintenance. Indication of crack: paint split and exuding inhibitor fluid.	LH ENGINE MOUNT BOLT ATTACHMEN		3		4	3
99/306	DEF	MI	3/02/1999	TMN	NAPIER	Crack found on routine maintenance. Indication of crack: paint split and exuding inhibitor fluid.	LH ENGINE MOUNT BOLT ATTACHMEN		1		4	4
99/2094	DEF	MI	31/05/1999	TMO	NAPIER	On routine maintenance, the engine mount was found to have a crack at the centre isolator attachment bolt bushing.	Engine Mount				4	5
99/1893	DEF	MI	22/06/1999	TMN	NAPIER	On routine inspection (100 hour) a crack was detected in the engine mount at the left hand side isolator attachment cluster.	Engine Mount	08-57017-1			4	6
99/3693	DEF	MA	23/12/1999	TMM	HAMILTON	The pilot reported that the right hand lower engine mount attachment was cracked at the weld. A new part was fitted and PAC have the old one for analysis.	Engine mount	243665-4R			4	7
00/1005	DEF	MI	16/03/2000	WAT	NAPIER	During routine maintenance the lower right hand engine mount bracket was found cracked.	Engine Mount	24 3665-4R			4	8
00/1641	DEF	MI	3/05/2000	LTU	GISBORNE	During routine maintenance the right hand bracket was found with a crack adjacent to weld along the full length of the weld. The fire wall was cracked just below right hand lower engine mount tube attachment at the rear.	BRACKET	24366654R			4	9

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00/1644	DEF	MI	4/05/2000	LTX	GISBORNE	During routine maintenance the right hand bracket was found with a crack adjacent to weld along the full length of lower side weld.	BRACKET	2436654R			4	10
00/1829	DEF	MA	29/05/2000	LTY	WANGANUI	During 100 hour inspection the righthand lower engine mount was found broken off.	RH lower mount bracket	08100941			4	11
00/2179	DEF	MA	30/05/2000	LTZ	WANGANUI	Engine mount righthand fuselage bracket forward face cracked.	RH lower engine mount bracket	08100941			4	12
01/4075	DEF	MI	27/11/2001	LTV	Wanganui	The right lower A/F engine mount bracket was broken off.	A/F engine mount				4	13
02/1538	DEF	MI	9/05/2002	LTY	Wanganui	The right lower airframe engine mount bracket had broken off.	mount bracket				4	14
03/244	DEF	MI	14/01/2003	LTZ	Wanganui	Engine Bracketed Mount (right/hand lower A/F) found cracked.	R/H Lower A/F Engine Bracket	08-10094-1			4	15
04/852	DEF	MI	3/03/2004	LTA	Napier	It was reported that the aircon compressor mount bracket was found fractured in two.	Compressor Mount Bracket	08-74285-1	NSN		4	16
04/1483	DEF	MA	29/04/2004	LTE	Napier	During topdressing operations in flight the pilot heard a loud "crack" sounding like a rifle shot. The aircrafts engine was noticed to have slightly displaced. An engineering inspection revealed the LH engine mount strut was found broken adjacent to the forward attach bolt fitting. The left hand side longeron was also found cracked at the strut attachment.	Engine mount strut	08-10271-2			4	17

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04/1483	DEF	MA	29/04/2004	LTE	Napier	During topdressing operations in flight the pilot heard a loud "crack" sounding like a rifle shot. The aircrafts engine was noticed to have slightly displaced. An engineering inspection revealed the LH engine mount strut was found broken adjacent to the forward attach bolt fitting. The left hand side longeron was also found cracked at the strut attachment.	Engine mount strut	08-10271-2			4	18
04/1581	DEF	MA	3/05/2004	JOF	Napier	It was reported that the top left bolt attaching the engine mount frame to the engine mount strut broke through the treaded area at the base of the nut.	Attach Bolt	AN6-54A			4	19
04/1967	DEF	MA	13/06/2004	LTA	Gisborne	During the take-off roll, a loud bang was heard and the aircraft aborted the take-off. The left engine mount strut was found fractured and the longeron cracked.	Strut/longeron	08-10271-3	NSN		4	20
04/2141	DEF	MI	17/06/2004	LTT	Napier	The inspection as per the ADand SB revealed cracking of the longeron at the 1/4 inch bolt location on the engine mount strut.	Longeron	243019-3L			4	21
04/2144	DEF	MI	17/06/2004	LTU	Napier	An inspection as per the ADand SB revealed a cracked longeron at the 1/4 inch bolt hole location on the engine mount strut.	Longeron	243019-3L			4	22
04/2139	DEF	MI	20/06/2004	WAT	Napier	An inspection of the engine mount strut and associated longeron revealed cracking of the longeron through the 1/4 inch rear bolt hole strut attachment	Longeron	243019-3L	NSN		4	23
04/2140	DEF	MI	25/06/2004	WAT	Napier	The left hand strut was removed for inspection as per the SB and AD.The engine mount attachment bolt AN6-54A was found bent in the engine mount strut, predominantly toward the treaded end.	Strut	08-10271-3			4	24

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04/2145	DEF	MI	25/06/2004	LTU	Napier	During compliance with the AD and SB a crack was found in the strut at the known fracture area. This is the interface of the engine mount attachment bolt tube and the main tube, through the weld.	Strut	08-10271-2			4	25
04/4180	DEF	MI	23/12/2004	LTX	Napier	It was reported that the strut failed at the welded junction between the tube section and rear foot assembly.	Engine Strut Assy L/H	08 10271 3			4	26
05/3739	DEF	MI	14/11/2005	LTQ	Hamilton	Super Air reported that the engine mount P/N 08-51071-1 was found to be cracked at the cluster formed at tubes adjacent to the engines lower pickup attachments.	Engine Mount	08-51071-1	005		4	27
06/119	DEF	MA	22/01/2006	LTE	Anaura Bay	The aircraft was carrying out agricultural operations when a loud noise was heard. The pilot made a precautionary landing on a nearby beach. It was discovered that the top L/H engine mount to firewall attachment bolt had broken, causing substantial damage to the engine mount frame.	Engine mount to firewall bolt	AN6-60A			4	28
06/2975	DEF	MI	26/07/2006	LTC	Wanagai	During a 200 hour dye penetrant inspection of the engine mount struts the LH engine mount strut was found to be badly cracked.	Engine Mount strut	08-10272-4			4	29
79/41	ACC	MA	27/02/1979	LTP	NR CAMBRIDGE	A complete loss of engine power occurred during the aircraft's maiden flight. in the course of the ensuing forced landing it passed through three fences. the design of the main fuel filter mounting and drain line caused a failure of the fuel line through propagation of a fatigue crack.				79-039	5	1

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80/145	ACC	MA	30/12/1980	LTV	NR OHURA	Aircraft engine flamed out seconds after pilot completed reversal turn at end of sowing run. during ensuing forced landing undercarriage collapsed when aircraft ran across drain. major damage to fuselage confined to structure forward of firewall. cockpit structure intact. subsequent investigation indicated engine flamed out due to ingestion of air through fuel selector valve				80-144	5	2
94/535	DEF	MI	7/02/1994	LTP	HAMILTON		COMPRESSOR				5	3
98/1863	DEF	MA	26/02/1998	LTV	MALAYSIA	The main oil cooler line ruptured, fortunately while the aircraft was on the ground. The pilot shut the engine down.	OIL COOLER LINE				5	4
00/2605	DEF	MI	19/07/2000	TMO	NAPIER	During routine maintenance a small section of metal was found on top of the rear combustor drain when it was removed.	large exit duct	310926302			5	5
01/2983	DEF	MI	13/06/2001	LTX	Gisborne	Failure of rear bearing of air conditioning drive pad seal, filled cavity between seal & drive pad 08-74281-1 migrated down drive spline, around and through rear bearing, washing grease from bearing leading to failure. Pacific Aerospace (letter 21/06/2001) have investigated at length and is assessing modifications to achieve a resolution. Apparently this is not the first such problem with ZK-LTX.	Drive assembly bearing	6005-2RS	NSN		5	6
01/2374	DEF	MI	17/06/2001	LTX	Gisborne	Engine air conditioning drive pulley failed.	Air con drive				5	7
02/844	DEF	MI	27/02/2002	LTE	Hawke's Bay	During flight the Airconditioning system failed.	Drive adapter pulley assembly				5	8

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03/780	DEF	MA	13/03/2003	LTY	Wanganui	The engine would not accelerate from ground idle because the P3 air hose was U/S.	P3 air hose	3026687			5	9
03/1990	DEF	MI	30/06/2003	LTA	Napier	During an inspection several cracks were found around the bolt holes of the exhaust duct outlet flange. This same defect has been noticed before on other Cresco aircraft.	Exhaust duct flange	3111780-01	in098		5	10
03/2004	DEF	MI	2/07/2003	LTT	Napier	During a hot section inspection the B.O.V. diaphragm was found to be chaffed through in two places and the bleed valve was not closing completely.	Bleed valve diaphragm	3103347-01			5	11
03/3596	DEF	MI	9/11/2003	LTE	Napier	During flight operations the operator observed the RH exhaust stack panting.	Exhaust Stack	08-51087-1			5	12
03/3911	DEF	MA	19/12/2003	LTC	Wanganui	It was reported that the aircraft lost power dramatically on two successive take offs.	Fuel Control Unit	3049635-02	C22346		5	13
93/1238	ACC	MA	12/03/1993	LQ	3 S Omarama	Wind gust, aircraft left strip					7	1
94/327	INC	MI	3/02/1994	LTS	NGAMATEA STATION	APPROACHED AIRSTRIP TO COMMENCE DAYS TOPDRESSING, ON APPROACH AIRCRAFT SPEED SLOWED, HEAVY LANDING					7	2
96/2714	ACC	MA	10/10/1996	LTR	20 NE Wanganui	Aircraft suffered damage to prop and fuselage while landing on wet grass.	Cam follower				7	3
97/3003	ACC	MI	2/10/1997	JAD	Malaysia	ZK-JAD in Malaysia has had a motor cyclist ride out in front of the aircraft on take off. The propeller struck the motor cyclist who died as a result of the injuries.					7	4
00/4250	ACC	MI	18/12/2000	LTS	Te Wera	While turning in a confined loading area the right wheel entered a hollow caused the aircraft to drop which allowed the starboard flap to catch on a fence post, damaging the flap. The Operator reported that the confined area and ground erosion, after heavy rain, were factors.	STARBOARD FLAP				7	5

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	P/ N	Part S/N	TAIC Ref	Class	Total
01/1966	ACC	CR	6/06/2001	LTT	Wairoa	While ZK-LTT was engaged in aerial topdressing operations the low pressure "fuel" light illuminated followed shortly by a flameout. The pilot attempted a relight but due to the low height the aircraft was secured for a precautionary landing; the landing was made on a soft, uphill slope. The pilot stated that it was apparent that low fuel quantity may have contributed to the flameout. The pilot escaped from the substantially damaged aircraft safely.					7	6
01/2182	ACC	MA	26/06/2001	PWT	Weber	This aircraft was coming into land at Ora Station airstrip and just before it touched down the aircraft encountered a strong 'down-draft' which resulted in a heavy landing.					7	7
02/1158	INC	MI	17/02/2002	PDZ	Jardines	The pilot made several low passes to clear sheep and then had to re-circuit because of a wind change. On that approach he encountered wind shear and turbulence that caused the aircraft to lose height and the right wing tip to scrape the ground. A go around was made and a safe landing made next time. Only minor wing tip damage was caused.					7	8
02/1366	ACC	MA	2/05/2002	LTS	Piopio	The aeroplane was on a normal approach to the airstrip, and with a tailwind of 8 - 10 knots, the pilot was aiming to touch down in the first quarter of the strip. The right mainwheel clipped the threshold of the strip and broke off. The aeroplane slid up the strip and collided with an embankment.					7	9

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	P/ N	Part S/N	TAIC Ref	Class	Total
02/3386	INC	MI	2/11/2002	PKB	East Otago	The aircraft was landing in know gusty tailwind conditions and was caught in a downdraught, which resulted in a heavy landing.					7	10
03/3619	INC	MI	7/12/2003	TTS	Taupo	It is reported that the aircraft (ZK-TTS) took off on rwy17 while ZK-EAI was on short finals. The pilot of EAI carried out a go-around due to TTS being on rw17 while EAI was on final for rwy17.					7	11
04/2151	INC	MI	24/05/2004	LTZ	R. Louries Airstrip	It was reported that the loader struck the aircraft damaging the starboard flap. The loaders brakes failed due to a failure of the brake pedal unit in the rear cab.	Right Hand Flap				7	12
04/2352	INC	MA	26/07/2004	LTY	Te Kuiti	The pilot was trying to land after dark on an unlit airfield and with his landing light deliberately switched off (due to glare on propeller). Even though he was familiar with the field he became disoriented and flew away from above the runway and landed on the racecourse back straight boundary fence.					7	13
05/197	DEF	MI	28/01/2005	LTG	Gisborne	Airways reported that ZK-LTG was an arriving VFR flight at NZGS. The flight landed on RWY14 and rolled clear before the pilot reported a punctured tyre. The flight shut down at the drain adjacent to Farmers Air and clear of the main runway for approximate ly forty minutes while the puncture was repaired. No other aircraft were affected.	Tyre				7	14
07/1005	INC	MA	27/03/2007	LTZ	Te Hekenga Stn	The pilot and loader driver got out of the aircraft to inspect loader for mechanical defect. The aircraft rolled backwards off side of strip and down steep hillside. The park brake was not applied.					7	15

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	P/ N	Part S/N	TAIC Ref	Class	Total
01/2140	DEF	MA	19/06/2001	PDZ	Queenstown	The pilot made a Mayday call because of a rough running engine. He was given a clearance to use the runway of his choice and he landed safely on runway 23. The Cresco had to be towed clear once it had stopped	Beta Rigging				8	1
01/2053	ACC	CR	13/06/2001	TMO	17 W Gisborne	Significant event. The Cresco aircraft had just taken off from the airstrip and initiated a dump during a steep left turn in order to remain clear of the surrounding terrain. However, the aircraft continued to lose altitude and there was insufficient height remaining to recover the situation. The aircraft subsequently struck the ground and a fence post then cartwheeled across a road and caught fire. The aircraft was destroyed and the pilot was killed in the accident.					9	1
02/896	ACC	MA	27/03/2002	LTV	nr Taihape	The Cresco had been operating off the strip for about two and a half hours, and was on its fifth flight since refuelling. It became airborne at the same point as on previous takeoffs, but shortly after takeoff, encountered "sink". The pilot was unable to prevent the aeroplane colliding with the fence at the end of the strip and touching down in the next paddock. He applied reverse thrust which reduced the effects of subsequent collisions with further fences and a set of cattle yards. Conditions had been calm up to the time of the accident, and the pilot was certain that there was no power loss.					9	2

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	P/ N	Part S/N	TAIC Ref	Class	Total
93/4118	DEF	MI	9/09/1993	LTS	HAMILTON		AUXILEC STARTER/GENERATOR	524-010	234		10	1
99/1281	DEF	MI	26/04/1999	LTX	HAWKES BAY	DC generating system voltage increased to GCU trip voltage.	Circuit breaker				10	2
03/1341	DEF	MI	25/04/2003	LTY	Wanganui	An electrical wire from the no1 relay to the GCU circuit breaker burnt out, filling the cockpit with smoke.	GCU Electrical Wire				10	3
04/1580	DEF	MA	30/03/2004	JOF	Napier	While carrying agricultural operations an electrical burning smell was evident and smoke emitted from the instrument panel.	Gen field wire				10	4
04/2125	DEF	MI	28/06/2004	JOF	Napier	The pilot noticed that the discharge light illuminated, low pressure fuel light illuminate on take off The voltage of the batteries was found to be at 22 Volts DC and there had been a hot start.	Connector Wiring	MS3126E-14-125	NSN		10	5
79/150	ACC	MA	10/12/1979	LTP	NR MARAMARUA	While engaged in certification test flying the pilot of the prototype cresco aircraft encountered speed control difficulties which were immediately followed by in flight structural failures. the pilot baled out and the aircraft descended out of control and exploded upon ground impact.				79-146	11	1
93/3844	DEF	MA	29/07/1993	LTS	WANGANUI		ELEVATOR MOUNTING DRAG ANGLES	08-11229-1 AND 08-1			11	2
93/3863	DEF	MA	29/07/1993	LTS			FLAP CABLE	CAB-F-61-91			11	3
93/3668	DEF	MA	11/08/1993	LTP	NAPIER		POWER LEVER CONTROL CABLE	CAB-3-1			11	4
93/4006	DEF	MI	20/08/1993	TMN			HORIZONTAL STABILISER ATTACHME	AH4H-7A			11	5

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	P/ N	Part S/N	TAIC Ref	Class	Total
94/610	DEF	MA	16/02/1994	LTR	WANGANUI		ENGINE CONTROL CABLE	19162400225			11	6
94/1916	DEF	MI	10/04/1994	LTR	WANGANUI		CABLE	CAB-1-61-91-1196			11	7
94/1716	ACC	MI	18/04/1994	JAD	Te Akau	Canopy detached during turbulence	CANOPY-STABILISER	243300-2. 08-32001-2			11	8
94/1716	DEF	MI	18/04/1994	JAD	Te Akau	Canopy detached during turbulence	CANOPY-STABILISER	243300-2. 08-32001-2			11	9
94/2335	DEF	MI	9/05/1994	LTS	WANGANUI		CABLE				11	10
94/3946	DEF	MI	19/09/1994	LTS	WANGANUI		CABLE	CAB-F-61-91-1196			11	11
94/3947	DEF	MI	19/09/1994	LTS	WANGANUI		STEERING POST	08-45661-3			11	12
94/3951	DEF	MI	19/09/1994	LTS	WANGANUI		ELEVATOR CONTROL SYSTEM	CAB-P-14-83-2900			11	13
94/3953	DEF	MI	19/09/1994	LTS	WANGANUI		ELEVATOR CONTROL CABLE	P-N-14-83-2929			11	14
94/4425	DEF	MI	9/11/1994	LTS	WANGANUI	FLAP CONTROL SYSTEM	CABLE	CAB-F-61-91-1196			11	15
94/4424	DEF	MI	24/11/1994	LTS	WANGANUI	FLAP CONTROL SYSTEM	CABLE	CAB-F-61-91-1196			11	16
94/4488	DEF	MI	27/11/1994	LTP	NAPIER	RUDDER HINGE CRACKED ALONG SIDE FLANGES. BOTH SIDES HAD HALF INCH CRACKS.	HINGE	08-32037-1			11	17
96/337	DEF	MA	7/02/1996	LTT	NAPIER	Rudder control cable p/n CAB-D-82-14-3262 MAS. Right Hand	Rudder cable	CAB-D-82-14-3262MAS			11	18
96/430	ACC	CR	22/02/1996	JAD	MANGAKINO	On take off acft became uncontrollable. Major damage.	Bolt	AN5-36A			11	19
96/954	DEF	MA	13/03/1996	LTS	WANGANUI	Nosewheel steering.	Link assembly	245235-2			11	20
96/952	DEF	MA	19/03/1996	LTR	WANGANUI	Elevator Control	Control cable	CAB-P-83-2929			11	21

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	P/ N	Part S/N	TAIC Ref	Class	Total
96/953	DEF	MA	19/03/1996	LTR	WANGANUI	Elevator Control	Cable	CAB-P-14-83-2900			11	22
96/816	ACC	CR	24/03/1996	TMO	Wairoa	Whilst at rest on a farm strip with the engine running, the parking brakes failed and aircraft started running forward. Pilot made an immediate take off, during which the aircraft departed the strip, sustaining the loss of the LH main gear and related damage. Once airborne aircraft routed to Wairoa and made an emergency, deadstick landing.					11	23
96/1668	DEF	MA	17/04/1996	LTS	WANGANUI	Elevator Control	Elevator cable	CAB-P-14-83-2900			11	24
96/2633	DEF	MA	19/08/1996	LTR	WANGANUI	Horizontal stabilizer P/N 08-3011-2	Hori stab	08-3011-2			11	25
97/1706	DEF	MA	16/04/1997	LTV	WANGANUI	Elevator control cable inspected and broken strands found.	Elevator cable	CAB-14-83-2900			11	26
97/1712	DEF	MI	7/05/1997	LTS	WANGANUI	During a 500 hour inspection the elevator control on inspection was found to have broken strands.	Cables	cab-d-14-83-2900			11	27
97/2214	DEF	MA	10/07/1997	LTS	WANGANUI	Elevator control cable removed for 500hr inspection, broken strand found so a new cable was fitted.	elevator cable	CAB-14-83-2900			11	28
97/3826	DEF	MI	1/12/1997	LTQ	MALAYSIA	During normal 100 hour inspection corrosion of rivets was found in the elevator control system. Some rivets had corroded off.	ALLOY TUBE CORRODED				11	29
97/3827	DEF	MI	1/12/1997	JAD	MALAYSIA	During normal 100 hour inspection corrosion of rivets was found in the elevator control system. Some rivets had corroded off.	ALLOY TUBE CORROSION	08-45079-1			11	30
97/3828	DEF	MI	1/12/1997	LTW	MALAYSIA	During flight the trim function failed.	Broken inner drive trim.				11	31
97/3829	DEF	MI	1/12/1997	PNX	MALAYSIA	During flight the trim function failed.	INNERDRIVE TRIM				11	32
97/3836	DEF	MI	2/12/1997	PNX	MALAYSIA	During maintenance the top and bottom flap skin was split along the trailing edge.	Skin	241606			11	33

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	P/ N	Part S/N	TAIC Ref	Class	Total
97/3837	DEF	MI	2/12/1997	JAD	MALAYSIA	During maintenance the top and bottom flap skin was split along the trailing edge.	skins	241607			11	34
97/3838	DEF	MI	2/12/1997	LTD	MALAYSIA	During maintenance the top and bottom flap skin was split along the trailing edge.	skins	241607			11	35
97/3839	DEF	MI	2/12/1997	LTD	MALAYSIA	During maintenance the top and bottom flap skin was split along the trailing edge.	skins	241606			11	36
00/429	DEF	MA	17/02/2000	TMM	TAUMARUNUI	During his pre flight inspection the pilot noticed that the L/H aileron outer hinge attachment support steel gussot had broken. Engineering consulted the manufacturer and repaired it.	Aileron Hinge Attachment	241421			11	37
00/4494	DEF	MI	27/03/2000	TMM	Wanganui	During inspection an elevator control cable was found to have broken strands sufficient to exceed serviceability limits.	Cable	CAB-D-14-83-2906			11	38
01/1409	DEF	MI	11/03/2001	LTV	Wanganui	Elevator control cable found to have broken strands	Elevator control cable	CAB-P-14-83-2906			11	39
01/1407	DEF	MI	13/03/2001	LTY	Wanganui	During 100 hour inspection elevator cable found to be us due broken strand.	Elevator cable				11	40
01/1632	DEF	MA	6/04/2001	LTY	Wanganui	The elevator trim drive cable broke.	Drive cable	08-45241-3			11	41
01/1802	DEF	MI	1/05/2001	LTY	Wanganui	The flap control handle ratchet mount was cracked around a weld.	Flap handle				11	42
01/2390	DEF	MI	17/06/2001	LTZ	Wanganui	Flap control handle ratchet mount tube P/N 08 45911-1 cracked around weld allowing ratchet quadrant to pull off.	Flap control ratchet mount				11	43
01/2390	DEF	MI	17/06/2001	LTZ	Wanganui	Flap control handle ratchet mount tube P/N 08 45911-1 cracked around weld allowing ratchet quadrant to pull off.	Flap control ratchet mount				11	44
01/2211	DEF	MI	20/06/2001	LTS	Wanganui	During maintenance the elevator cable was replaced because it was found to have several broken strands on it.					11	45

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01/3415	DEF	MI	21/09/2001	WAT	Napier	The flap control cable was found damaged in several places and worn through 50% in other places, due to contacting various fasteners and structure.	Flap cable				11	46
01/3797	DEF	MA	12/10/2001	LTS	Wanganui	During a 4 yearly inspection of the elevator control system the rear bell crank was found badly corroded and the mounting lug was cracked.	Rear elevator bell-crank.				11	47
02/419	DEF	MI	12/01/2002	LTE	Napier	The operation of the elevator trim was found to be erratic and the tab travel was operating out of sequence.	Elevator and trim control				11	48
02/422	DEF	MI	21/01/2002	LTE	Napier	The elevator trim would not work electrically or manually.	Elevator trim				11	49
02/848	DEF	MI	28/02/2002	LTC	Wanganui	During an inspection the elevator control rear bell crank was found cracked and badly corroded internally .	Rear bell crank mount				11	50
02/2634	DEF	MI	18/08/2002	LTE	Napier	Pilot was unable to fly aircraft in a balanced condition - rudder control was stiff.	Push rod assembly	08-45653-1			11	51
02/3603	DEF	MI	1/12/2002	LTH	Wanganui	Elevator lower control cable found un-serviceable.	Elevator Control System	CAB-D-14-83-2906			11	52
03/833	DEF	MI	4/03/2003	LTE	Napier	The flap control cable was found to have damaged wires in four locations. A new cable was fitted.	Flap cable	CAB-F-36-90-0892			11	53
03/1618	DEF	MI	19/05/2003	JOF	Napier	The electric elevator trim failed to operate in the up mode.	Trim relay	MS25273-D1			11	54
03/2821	DEF	MI	5/09/2003	LTE	Napier	Engineer reported that the aft cable link was found to be fitted at the Aft position where another link (# 08-45027-1) would normally be fitted.	Link - Aft - Cable	08-45035-1			11	55
03/2969	DEF	MI	2/10/2003	LTY	Wanganui	The aileron direct cables were found badly worn with some broken strands during a 4 yearly inspection.☐	Aileron cables direct	CAB-D-83-34-1850	CAB-D-83-34-1850		11	56

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	P/ N	Part S/N	TAIC Ref	Class	Total
03/3343	DEF	MI	19/11/2003	LTY	Wanganui	The elevator lower control cable was found U/S due to broken strands. ☒ ☒ ☒	Elevator control cable	CAB-D-14-83-2906			11	57
04/108	DEF	MI	5/12/2003	LTS	Wanganui	The engineer reported that the aileron control cable was found very badly worn. The wear was mainly damaged strands.	Aileron Control Cable				11	58
03/3640	DEF	MI	9/12/2003	LTL	Wanganui	The flap control handle ratchet mount tube found badly cracked. This is possibly due to the ratchet mount weld being overloaded.	Handle Ratchet Mount	08-45911-1			11	59
04/107	DEF	MI	7/01/2004	LTC	Wanganui	The engineer reported that the aileron control cables were found very badly worn. The wear consisted of mainly damaged strands.	Aileron Control Cable	CAB-D-83-34-1850			11	60
04/488	DEF	MI	5/02/2004	JOF	Napier	It was reported that the rudder rod end bearings were found very tight on the push rod. The attach bolts were found to be working causing the bolt to wear against steering post causing damage to the steering post and bolts.	Rod end bearings	08-45653-1			11	61
04/754	DEF	MI	25/02/2004	LTN	Unknown	It was reported that the bolts retaining the control column in the quadrant were found to have not been fitted since new. The bolt holes were full of paint.	Control Column	08-45031-1			11	62
04/717	DEF	MA	1/03/2004	LTX	Napier	It was reported that during compliance with AD DCA/CRESCO/06 on aileron cables, it was found that the balance cables were worn to limits at fairlead locations throughout wing with major wear was at the root location	Cables, balance	242671/72			11	63
04/1643	DEF	MA	12/04/2004	WAT	Christchurch	It was reported that the aileron balance cables were found worn at the fairlead locations. The direct cables were found satisfactory.	Balance Cables	242672/242671			11	64

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04/2764	DEF	MI	27/08/2004	EEL	Taieri	It was reported that the aircraft's cross tube assembly was severely corroded internally.	Cross Tube Assy				11	65
04/2904	DEF	MI	9/09/2004	LTY	Wanaganui	It was reported that during a 4 yearly airframe inspection, an aileron cable was found badly worn. It was only 576 hours since it was new.	Aileron Cable				11	66
05/664	DEF	MI	11/01/2005	JOF	Napier	It was reported that the elevator trim was found to be inoperative.	Trim				11	67
05/1348	DEF	MI	18/01/2005	LTH	Wanganui	Whilst carrying out a 700 hour inspection an elevator control cable was found unserviceable.	Elevator Control Cable	CAB-P-83-2935			11	68
05/268	DEF	MI	21/01/2005	LTE	Napier	During routine inspection both left and right aileron control cables were found worn at the centre wing fairleads. The cable wear up to 50% of the strand with some broken wires evident on both cables.	Aileron Control Cables	CAB-D-83-34-1850			11	69
05/2521	DEF	MI	28/02/2005	TML	Hamilton	The pilot reported that the flap handle was bending during operations.	Flap Handle	08-4-5919-1			11	70
05/818	DEF	MI	11/03/2005	LTU	Napier	It was reported that ZK-LTU left hand rudder pedal inputs failed during landing.	Rod end				11	71
05/1339	DEF	MI	18/04/2005	LTH	Wanganui	Whilst carrying out a 700 hour inspection of the elevator control cable it was found broken.	Elevator Control Cable				11	72
05/1414	DEF	MI	19/04/2005	NZO	Queenstown	It was reported that the predrilled holes in the elevator trim tab were too close to the hinge.	Elevator Trim Tab Hinge	09-31209-2			11	73
05/1413	DEF	MI	26/04/2005	NZO	Queenstown	New aileron hinges arrived from the aircraft manufacturer for a Cresco aircraft with pivot holes drilled to 5/32" they should have been 3/16" in diameter.	Aileron Hinges	241546-1			11	74
05/1449	DEF	MI	3/05/2005	LTN	Wanganui	During a 700 hour inspection the elevator control cables they were found unserviceable..	Elevator Control Cable	CAB-P-14-83-2906			11	75

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	P/ N	Part S/N	TAIC Ref	Class	Total
05/1867	DEF	MI	23/05/2005	LTL	Wanganui	During an inspection the aileron cables P/N 242672 and CAB-D-83-34-1850 were found to be unserviceable.	Aileron Cable	242672			11	76
05/2289	DEF	MI	14/06/2005	LTH	Wanganui	During compliance with AD DCA/CRESCO/6 the aileron control cables was found unserviceable.	Aileron Control Cables	242672			11	77
05/2948	DEF	MI	23/08/2005	LTX	Napier	During scheduled maintenance the doubler strap on the flap push pull rod torque tube attachment was found to be cracked.	Flap torque tube	08-04225-1			11	78
05/3369	DEF	MI	3/10/2005	LTG	Napier	The right hand aileron push rod, aft rod end fitting attachment rivets were found to be loose in the tube although tight in the fitting.	Aileron push rod	08-24015-1			11	79
06/387	DEF	MI	27/01/2006	LTQ	Te Kuiti	An agricultural operator reported that the aileron fibre glass tip came loose and parted from the aircraft during the flight.	Aileron Fairing	08-24112-1			11	80
06/1166	DEF	MI	20/03/2006	LTY	Wanganui	During an inspection of the aileron cables inaccordance with AD DCA/CRESCO/6 aileron cables P/N 242671, 242672 and D-83-34-1850 were found to be badly worn with broken strands.	Aileron Cable	242671/242672/			11	81
06/1168	DEF	MI	22/03/2006	LTV	Wanganui	During an inspection of the aileron cables inaccordance with AD DCA/CRESCO/6 aileron cables P/N 242671, 242672 and D-83-34-1850 were found to be badly worn with broken strands.☐	Aileron Control Cable	242671/242672			11	82
06/1167	DEF	MI	24/03/2006	LTZ	Wanganui	During an inspection of the aileron cables inaccordance with AD DCA/CRESCO/6 aileron cables P/N 242671, 242672 and D-83-34-1850 were found to be badly worn with broken strands.☐	Aileron Control Cable	242671/242672			11	83

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	P/ N	Part S/N	TAIC Ref	Class	Total
06/1626	DEF	MI	24/04/2006	LTT	Taupo	During agricultural operations the pilot lost use of his elevator trim.	Trim Indicator Shaft				11	84
06/2483	DEF	MI	7/06/2006	LTL	Wanaganui	When complying with AD DCA/CRESCO/6 aileron cables P/N 242071, 2422072 and CAB - D - 83 - 34 - 1850 were found worn with broken strands.	Aileron Control Cables	242071/242072			11	85
06/4632	DEF	MI	3/12/2006	WAT	Napier	The pilot had reported that the right hand brake pedal was not fully returning after the brakes had been applied.	Brake Master Cylinder	10-51A			11	86
07/822	DEF	MI	9/03/2007	LTK	Wanganui	During an AD inspection complying with DCA/Cresco/6 aileron cables P/N 242671, 242672 and CAB-D-83-34-1850 were all found with many strands broken.	Aileron cables	242671/242672			11	87
97/1707	DEF	MI	16/04/1997	LTV	WANGANUI	Fuel system. Float came off L.H. rear fuel tank sender unit and chaffed itself into small pieces contaminating tank.	Fuel tank sender unit				12	1
02/1128	DEF	MI	10/03/2002	LTX	Napier	The pilot noticed that the low fuel pressure and rear boost pump warning lights were on and that there was no inlet fuel pressure.	Aux FUEL boost pump				12	2
02/3575	DEF	MI	18/11/2002	LTT	Napier	1. Red low pressure fuel light illuminated - Green rear pump Ops light still on. Emergency switch activated - Front pump on. Post refuel - rear pump CB tripped. 2. Rear pump failed to cease operating and Front pump failed to start up.	Rear Aux Fuel Pump & Relay	08-57135-1 or 2C6-2	4AT2		12	1
04/595	INC	MI	13/02/2004	TTS	Taupo	It was reported that white vapour was noticed trailing from the right side of the aircraft on departure. The aircraft was informed and returned for landing. A safe landing was made. Nothing abnormal was found. The aircraft had been refuelled just before the flight and it was thought that some surplus fuel venting may have been seen.					12	2

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	P/ N	Part S/N	TAIC Ref	Class	Total
04/1043	DEF	MI	22/03/2004	NZO	Queenstown	A film, possible fine carbon dust, was found on the sides of the engine driven fuel pump inlet filter bowl.	Filter Bowl/Filter	AN6235-3A			12	3
05/2993	DEF	MI	29/08/2005	LTT	Napier	During a scheduled inspection of Cresco aircraft the rear fuel pump was found to be seized and the brush holder melted.	Rear Fuel Pump	2C6-2	10AV5		12	4
07/2670	DEF	MI	19/07/2007	TMM	Hamilton	During a routine maintenance inspection a fuel leak was noted coming from the sump tank.	Fuel Tank	08-57215-1			12	5
97/2772	DEF	MI	8/09/1997	LTS	WANGANUI	Horizontal stabiliser main spar web cracked from right hand mounting bracket rivet holes.	MAIN SPAR WEB	08-30027-1			13	1
97/2773	DEF	MA	8/09/1997	LTV	WANGANUI	Horizontal stabiliser main spar web cracked from left hand rear mounting bolt hole	MAIN SPAR WEB	08-30027-1			13	2
97/3824	DEF	MA	1/12/1997	JAD	MALAYSIA	During t/o the pilot could not move the elevator back to neutral position because the elevator had been damaged by rocks thrown back from the wheels.	Tailplane/Elevator	08-45079-1			13	3
97/3825	DEF	MA	1/12/1997	LTV	MALAYSIA	During t/o the pilot could not move the elevator back to neutral position because the elevator had been damaged by rocks thrown back from the wheels.	ELEVATOR/TAI LPLANE	08-45079-1			13	4
97/3833	DEF	MI	2/12/1997	LTW	MALAYSIA	The elevator pivot bolts were loose.	Pivot bolts				13	5
97/3834	DEF	MI	2/12/1997	JAD	MALAYSIA	☒ The elevator pivot bolts were loose.	PIVOT BOLT				13	6
97/3835	DEF	MI	2/12/1997	LTV	MALAYSIA	The elevator pivot bolts were loose.	PIVOT BOLT				13	7
00/2517	DEF	MI	30/07/2000	LTA	GISBORNE	During topdressing operations, pilot intuitively felt some problem with the elevator. Pilot inspected elevator and observed attachment looseness.	centre bearing assembly				13	8
00/4524	DEF	MA	18/09/2000	LTY	Wanganui	Horizontal stabiliser RH mounting bolt badly corroded and broken off.					13	9

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01/1755	DEF	MI	23/04/2001	LTX	Napier	During routine maintenance it was noticed that the elevator tips attachment screws were loose in the spar area. Further investigation revealed cracking in two associated places.	front Spar & ribs	08-31137-1			13	10
01/1801	DEF	MI	1/05/2001	LTA	Hawkes Bay	The elevator tip ribs were found cracked at the outer rear flange corners.					13	11
01/2391	DEF	MI	17/06/2001	LTZ	Wanganui	Horizontal stabiliser LH mounting bolt badly corroded and possibly cracked.	NAS 6604-8 bolt				13	12
01/2938	DEF	MI	4/07/2001	TMN	Hamilton	Left hand elevator outer rig found cracked top and bottom at spar attachment (08-31193-1).	Elevator outer rig				13	13
01/2993	DEF	MI	16/08/2001	LTY	Wanganui	During 100 hour inspection rear mounted horizontal stabiliser bolts with 317 TTIS, in last 4 months, was found to be badly corroded.	Rear mounting bolts	NAS 6604-23			13	14
01/4061	DEF	MI	25/09/2001	LTX	Napier	The elevator tension clip was found to be cracked.	tension clip				13	15
01/3903	DEF	MI	13/11/2001	TMN	Hamilton	A stone off the main wheel damaged the left lower outboard skin panel and trailing edge spar cap extension of the tailplane.	Skin & Spar cap				13	16
02/841	DEF	MI	12/02/2002	LTY	Wanganui	The horizontal stabiliser main spar centre web was found cracked near a mounting bracket.	Horizontal stabiliser				13	17
02/1140	DEF	MI	26/03/2002	LTZ	Wanganui	During maintenance a horizontal stabiliser rear mount bolt was found badly corroded after only 9 months (510 hrs) in service.	bolt				13	18
02/1475	DEF	MA	23/04/2002	LTZ	Wanganui	During an inspection it was found that the elevator spar and outer rear rib were both badly cracked.	08-31193-1 / 08-31137-1				13	19
02/1536	DEF	MI	8/05/2002	LTY	Te Kuiti	The outboard elevator tip fell off in flight because the outer rib was cracked.	Elevator end rib				13	20

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02/1838	DEF	MI	10/06/2002	LTE	Napier	Following similar faults in other Cresco's the elevator (GRP) fibreglass tips were both found cracked along with the right spar on one of them.	Elevator end rib				13	21
03/630	DEF	MI	27/02/2003	LTN	Wanganui	The horizontal stabilizer rear mounting bolt corroded.	Tailplane mounting bolt				13	22
03/2884	DEF	MA	27/08/2003	TMM	Hamilton	Excessive movement in the tailplane attachment during 100 hour inspection.	Brackets	08-11217-1			13	23
03/2970	DEF	MA	9/10/2003	LTC	Wanganui	The spar top cap of the main spar in the horizontal stabiliser was found to have broken through. Stress corrosion during its life is suggested as a cause.☒☒	main spar top cap.	08-30023-2			13	24
03/3533	DEF	MA	1/12/2003	WAT	Napier	During inspection of horizontal stabilizer rear spar in accordance with bulletin PAC SB/CR/032. Centre web found cracked.	Web	08-30027-1			13	25
03/3536	DEF	MA	2/12/2003	WAT	Napier	Rear spar top cap part number08-30023-2 found cracked at Station 8 RHS.	Top spar cap	08 30011 4	020		13	26
05/2442	DEF	MI	8/07/2005	LTX	Napier	The Cresco horizontal stabilizer rear spar attach bolt was found to be broken in two places.	Stabilizer attach bolt	NAS6604-23			13	27
97/944	DEF	MA	14/03/1997	TMN	HAMILTON	Pilot reported a fuel leak. Fuel was leaking from port leading edge tank during flight.	RIB	08-20071-1			14	1
99/770	DEF	MI	15/02/1999	TMM	Hamilton	LH wing outer panel rear spar fitting found worn during inspection.	fitting	08-20143-1			14	2
99/3611	DEF	MA	11/10/1999	LTT	NAPIER	Cracking found in wing outer panel.	Wing Outer Panel	08-21101-1			14	3
99/3612	DEF	MA	5/12/1999	LTU	NAPIER	Cracking found on the left hand wing outer panel. (See also WR 0/SAI/905).	Left hand Wing Outer Panel	08-21101-1	014 (aircraft)		14	4
99/3613	DEF	MA	5/12/1999	TMO	NAPIER	Cracking found in right hand wing outer panel. (See also WR 0/SAI/905).	Right hand wing outer panel	08-21102-1	012		14	5

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99/3614	DEF	MA	5/12/1999	PWT	NAPIER	Cracking found in left wing outer panel. (See also WR 0/SAI/905).	Left hand wing outer panel	08-21101-1	010		14	6
00/3838	DEF	MI	22/11/2000	LTA	Hamilton	During centre wing spar change the outer sections of web were found cracked. Cracks were extending from attachment rivets to outer edges and also down the flutes. Some crack up to 3/4" long at the flutes.	Web Outer Sections	0820023-1/0820024-1			14	7
00/4288	DEF	MI	21/12/2000	TMN	Taumarunui	Pilot reported fuel leak investigation found lh leading edge tank outboard rib cracked crack located in radius of flange forward bottom approx 2" long repaired by back to back angle section.	Rib	08-20071-1			14	8
02/2262	DEF	MI	18/07/2002	WAT	Napier	The front fuel tank had an excessive leak that was traced to area of the spar web near the upper cap. Several rivets were found loose in that area with other showing signs of impending looseness.	Fuel Tank				14	9
03/1772	DEF	MA	18/06/2003	PWT	North Island	There have been a few unreported cases of structural damage to Cresco aircraft. ZK PWT has suffered severe wing deformation.	Wing				14	10
03/2366	DEF	MI	26/06/2003	WAT	Napier	During an inspection of the spar web on the left hand wing outer panel it was found to have a cracked flute first from the inboard end.	wing outer panel Spar Web	08-21101-1	019		14	11
03/2423	DEF	MI	12/08/2003	LTA	Napier	During an inspection the front fuel tank baffle ribs were found cracked from the transfer holes of all the baffles.	Wing tank ribs	08-20073-1, -2, -3			14	12
03/3161	DEF	MI	12/10/2003	LTE	Napier	The spar web was found cracked at the inboard flute of the outer wing panel. It was thought this was due to fatigue.	Spar web	08-21102-2	033		14	13
03/3342	DEF	MI	17/11/2003	LTX	Napier	The right hand forward wing attachment bolt head was found sheared off. This was possibly due to a previous fence strike.	Wing attach bolt	ANS-24A			14	14

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	P/ N	Part S/N	TAIC Ref	Class	Total
04/1484	DEF	MA	29/04/2004	LTU	Napier	It was reported that the rear spar outer panel attachment fitting on the centre wing was cracked at the bolt hole.	Outer panel attach fitting	08-20143-1			14	15
05/2333	DEF	MI	14/07/2005	LTU	Napier	The Cresco aircraft was found to have a stress band cracked at the out board ends.	Belly Stress Band	08-10193-2			14	16
05/2332	DEF	MI	15/07/2005	LTX	Napier	During an inspection of the Cresco aircraft the outboard .leading edge rib of the right hand fuel tank was found t cracked at the upper camber flange and the outboard leading edge fuel tank baffle was cracked at the lightning hole.	Fuel tank LE Ribs				14	17
05/3478	DEF	MI	19/10/2005	LTA	Napier	The wing leading edge rib was found to be cracked in five places at the leading edge skin attachment flange. This rib is also the fuel tank outboard rib.	Wing rib	08-20072-2			14	18
05/4391	DEF	MI	10/11/2005	LTT	Napier	During a periodic inspection corrosion was found at the left hand outboard flap hanger. Upon further inspection externally and internally, extensive corrosion found internally throughout the centre wing.	Centre wing components		Wing 032		14	19
07/2426	DEF	MI	15/06/2007	LTE	Napier	Working rivets were found on the left hand wing spar cap from BL 26.5 to BL 64 and the main landing gear rib at the attachment to the main spar. These rivets go through into the forward fuel tank and have become loose allowing fuel from the forward tank t o seep through into the wing.	Wing spar rivets				14	20

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99/1421	DEF	MA	3/05/1999	TMM	HAMILTON	During routine inspection a 3/4 inch crack was found in the angle capping. The crack was on the left hand side of the aircraft and initiated at a radius, extending the aircraft. A double repair was carried out with the manufacturers approval. This is the first and only such defect.	ANGLE CAPPING	08-100161-1			15	1
00/418	DEF	MI	7/02/2000	LTY	NAPIER	Fertiliser leaking in to the Cargo compartment was traced to a vertical crack in the rear hopper panel. It has since been repaired.	Fertiliser Hopper				15	2
00/3445	DEF	MA	27/10/2000	LTA	GISBORNE	The hopper outlet control system failed during operations.	Lever Handle assembly	08-48043-1	NSN		15	3
01/1745	DEF	MI	30/04/2001	LTA	Gisborne	The hopper handle assembly cracked at the cross shaft connection on both sides. This type of failure has occurred before a multitude of times on Cresco's.	Hopper Handle				15	4
02/1841	DEF	MI	10/06/2002	LTE	Napier	During maintenance cracks were found in the left fuselage angle capping.	08-10161-1 Angle capping				15	5
03/3164	DEF	MI	28/10/2003	PDZ	Queenstown	A 10" crack was found in the fuselage skin just aft of the skydiving door. It is suspected that skydivers pressing against the skin prior to jumping are pressing on the skin in this area.	Skin				15	6
03/3344	DEF	MI	16/11/2003	LTX	Napier	During a scheduled inspection and with the hopper removed the stress bands were found cracked out board of the longerons.	Longeron stress band	08-10193-2			15	7
03/3349	DEF	MI	16/11/2003	LTX	Napier	Both longerons were found cracked on the bend radius between Stations 115.34 and 118.84.	Longerons	08-11021-2 08-11			15	8

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04/486	DEF	CR	5/01/2004	NZO	Queenstown	During parachute operations of the Cresco aircraft the parachute door came off its tracks. The door was restrained only by drive strap jamming against rear support..	Parachute Door attachment				15	9
04/487	DEF	MI	20/01/2004	LTU	Napier	It was reported that the fuselage rear frame P/N 08-11125-2 and frame bracket were found cracked when the horizontal stabilizer was removed for a spar inspection in accordance with AD DCA/CRESCO/4	Rear frame	08-11221-1			15	10
04/1861	DEF	MA	31/05/2004	PWT	Napier	It was reported that the LH longeron was found fractured at the rear attach 1/4 bolt hole of the strut. In addition, the LH bush was missing, and both struts were found filed to assist the bolt head nesting. Both bolts were also found bent under the head.	Strut	08-10271-2	NSN		15	11
05/376	DEF	MA	19/01/2005	TML	Taumarunui	The pilot heard a loud bang during the pull-out after a lime sowing run.	Longeron and Frame				15	12
05/367	DEF	MI	2/02/2005	TMM	Hamilton	It was reported that during inspection the longeron was found to be cracked at the rear bolt attachment of the welded strut.	Longeron				15	13
05/1484	DEF	MI	5/02/2005	NZO	Queenstown	It was reported that the parachute door came off the tracks. The door was restrained only by drive strap jamming against the rear support.	Parachute Door				15	14
05/631	DEF	MI	11/02/2005	LTL	Wanganui	It was reported that the cockpits left hand top longeron was found to be cracked from the engine mount strut small hole during strut inspection per PAC/CR/040 iss 3.	Cocpit Left Hand Longeron				15	15

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07/1334	DEF	MI	12/04/2007	TMM	Hamilton	Maintenance reported that during the 100 hour inspection the left hand longeron was found to be cracked through the rear attachment 1/4" bolt hole for the welded strut P/N 08-10271-4. The crack length was right around the longeron except the inner edge.	Longeron	08-10271-4			15	16
93/5540	DEF	MA	19/11/1993	TMN			Bolt NAS 1306-78	245116				17

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05/1291	DEF	MI	13/04/2005	JPP	Switzerland	The grease nipple was not installed on the nose landing gear pivot bolt P/N 08-457-11-1. Excessive wear was found on the associated bushings.	Grease nipple				2
07/1665	DEF	MI	2/05/2007	JPU	Hamilton	JPU-During 1000 hour routine inspection, found the MLG (RH) lower torque link one leg broken off at the centre pivot point.	Torque link				2
06/1971	DEF	MI	4/05/2006	FNZ	Napier	The Inertial Partical Seperator was found inoperative.	Inertial Partical Seperator	11-50089-1			5
04/2143	ACC	MA	4/07/2004	JPP	Switzerland	14 skydivers were completing a jump in three groups, the first group departed successfully. During the second groups departure one skydiver struck the aircraft tailplane. ☒ ☒ He was uninjured but the aircraft received damage to the tailplane area. ☒	Tailplane/ Parts of Fuselage		106		7
05/2097	DEF	MI	29/06/2005	JPP	Switzerland	Pilatus reported that the tail cone section of the aircraft contacted the ground.	Tail Cone				7
06/1129	INC	MI	26/03/2006	FNZ	Taupo	A pilot landing an aircraft on grass runway 11 at Taupo made the appropriate calls whilst on approach. During this time trhe pilot of a second aircraft called and taxiied his aircraft onto grass runway 11/19 to back track and taxi for runway 35.					7
06/1747	INC	MI	1/05/2006	TTL	Taupo	The pilot taxied his aircraft outside of the coned grass taxiway area close to runway 17/35. The pilot was advised, after a similar event the previous day, to use the correct area .					7

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06/1986	INC	MI	20/05/2006	TTL	Taupo	Taupo Unicom reported that ZK-TTL took off on runway 17 without making any radio calls.					7
07/1846	INC	MI	8/05/2007	TTL	Taupo	Airways reported that TTL was observed climbing after clearance was not given.					7
05/4370	INC	MI	20/12/2005	JPU	Taumarunui	The aircraft failed to climb out of ground effect while taking off and the lower dorsal fin struck a fence. There was no structural damage to the aircraft.					9
05/3124	DEF	MI	20/09/2005	JGI	Goteborg City	After turning on the electrical master switch during unscheduled maintenance work a sparking sound occurred. A maintenance technicians noted some flashing light from the centre consol in the cockpit. The power was immediately switched off.	Wiring Loom				10
01/3774	DEF	MA	12/11/2001	XLA	Hamilton	The pilot of the Pacific Aerospace 750XL declared a full emergency because the right aileron jammed. Fortunately the aircraft managed to land safely.	Aileron controls				11
02/1568	INC	MA	17/05/2002	XLA	Hamilton	While ZK-XLA was carrying out a test flight from NZHN, the pilot reported as being unable to trim the aircraft which became unstable. A PAN call was made. The aircraft subsequently carried out a safe landing at NZHN.					11
04/2152	DEF	MI	23/06/2004	TTL	Hamilton	It was reported that during a routine 150 hour inspection, both right hand aileron push rod fittings were found loose in the rod. It was noted that the 1/8 inch TLP-D rivets were loose as if they had not pulled up the correctly, and the fittings were not a tight fit in the rod.	Push Rod Assembly	11-45121-2			11
04/2329	DEF	MI	13/07/2004	FNZ	Napier	It was reported that the flaps would not extend or retract.	Flap Actuator	NPC-01280			11

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05/3655	DEF	MA	1/11/2005	XLA	Hamilton	The pilot reported that the aircraft was taxied normally and lined up on the grass runway 18 at Hamilton. The take off was commenced and as power was applied and the speed increased the aircraft began to drift to the left of the centre line. Full reverse was applied and the take off was aborted. The aircraft was taxied back to the line up position and another take off commenced. Left drift was again encountered and momentarily corrected with the use of right wheel brake. When airborne and right rudder was applied to correct for the left drift the aircraft yawed further to the left. It was then apparent that the aircraft's rudder was operating in the opposite sense. The aircraft completed on circuit and landed without the use of the rudder.	Rudder				11
06/3646	DEF	MI	27/09/2006	JPU	Hamilton	During a routine inspection the right hand flap remained stationary.	Flap torque tube	11-45631-1			11
07/593	DEF	MI	18/01/2007	FNZ	Napier	Engineering reported that the rear flexi - cable was too long causing it to rub on the elevator trim jack bellcrank. The outer sheath was broken at the point it crosses the bellcrank however had spiral-wrap over it hiding the defect. The inner cable was undamaged still allowing normal operation of elevator trim.	Elevator Trim Flexi - Cable	1434-00-41.00			11
07/435	DEF	MI	2/02/2007	JPU	Taumararui	The pilot reported that the flap circuit breaker was tripping.	Flap actuator	11-45505-1			11
07/823	DEF	MI	14/02/2007	JOA	Hamilton	Pilot reported a failure of the autopilot system during a routine test flight causing the auto-pilot to disconnect without warning.					11

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	P/ N	Part S/N	TAIC Ref	Class
07/2252	DEF	MI	29/05/2007	JPP	Christchurch	During scheduled maintenance it was found there was chafing between the flap and the aileron.	Aileron				11
07/2295	DEF	MI	6/06/2007	JPU	Hamilton	During a routine 100 hour inspection the elevator trim system was checked and found to be making a grinding noise.	Planetary gearbox	J51-2	7674P		11
03/3794	ACC	CR	26/12/2003	UAC	341 SSW KSFO	The pilot of the ferry flight advised that he had a fuel problem and would not be able to complete the leg from Hawaii to mainland USA. A US Coast Guard C-130 was dispatched and rendezvoused with the aircraft, which ditched under the observation of the U SCG crew. The aircraft tipped onto its back on touchdown and the pilot did not surface. Pararescue swimmers dropped later from an Air National Guard MC-130 found the pilot dead.					12
04/678	DEF	MA	22/02/2004	FNZ	Napier	It was reported that during the 300hr inspection, the airframe fuel filter element was found to be the incorrect part number.	Fuel Filter Element	1743045-01			12
04/4297	DEF	MI	18/08/2005	FNZ	Napier	Fuel was seen dripping out of the fuselage when the aircraft was parked on the ground.	Hose Cross Feed	11-57115-1			12
05/2398	DEF	MI	13/07/2005	JPU	Hamilton	A hole in a new part was found to have been miss-drilled by the part manufacturer.	Elevator hinge bracket	08-31169-3			13
05/1206	DEF	MI	13/04/2005	JPP	Switzerland	A PAC 750 XL currently operating in Europe was found to have corrosion on several steel parts. This was found after the aircraft's first annual inspection.	Outer panel attach fittings				14
06/4970	DEF	MA	2/02/2007	JPU	Hamilton	During investigation of a flap defect the wing rear spar was found to have to sheared fasteners and cracking.	Wing rear spar	11-20031-1/11-20032-			14

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02/1786	DEF	MA	10/06/2002	XLA	Hamilton	Several faults were found in the rear fuselage and horizontal tail surface after the aircraft had completed the spinning phase of its test flights.	Frame STA 369 & Horiz bulkhead				15
05/2096	DEF	MI	29/06/2005	JPP	Switzerland	During an inspection it was found the cockpit door had loose hinges and a delamination of the outer skin from the inner skin.	Door Hinges and skins				15
07/2557	DEF	MI	5/07/2007	JGI	Gothenborg Sweden	A fuel pipe for the fuel system located in the cabin left side wall area has been damaged by chafing. No leakage had occurred at the time of detection but wall thickness for the pipe has been locally quite decreased.	Fuel Pi[pe				15

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Class	Total
04/757	DEF	MI	23/02/2004	JPC	Wairamarama	The pilot heard a loud bang from the undercarriage on take-off roll. The bungy assembly in suspension had failed by the support lug breaking. The wire cable back up cords also broke.	2	1
06/2193	INC	MI	30/05/2006	JPC	Opotoki	The pilot reported that the left-hand main wheel rim cracked after going over going over a rabbit hole with full AUW.	2	2
97/1997	DEF	MI	27/06/1997	MAW	Blenheim	Impulse coupling defects are worn and loose pawl pivot pins. Drive gear support bearings located in rear of crankcase have also been found defective. In the magneto we have had distributor low speed gear bearing bush worn out at 300hrs since new. Also the nylon drive gear located on rotor shaft worn on drive tongue allowing 15° to 20° of free movement. We have also had an impulse coupling retaining nut to shaft thread stripped. Nut only retained by split pin.	6	1
97/1998	DEF	MI	27/06/1997	DMC	Blenheim	Impulse coupling defects are worn and loose pawl pivot pins. Drive gear support bearings located in rear of crankcase have also been found defective. In the magneto we have had distributor low speed gear bearing bush worn out at 300hrs since new. Also the nylon drive gear located on rotor shaft worn on drive tongue allowing 15° to 20° of free movement. We have also had an impulse coupling retaining nut to shaft thread stripped. Nut only retained by split pin.	6	2
97/1999	DEF	MI	27/06/1997	CMC	Blenheim	Impulse coupling defects are worn and loose pawl pivot pins. Drive gear support bearings located in rear of crankcase have also been found defective. In the magneto we have had distributor low speed gear bearing bush worn out at 300hrs since new. Also the nylon drive gear located on rotor shaft worn on drive tongue allowing 15° to 20° of free movement. We have also had an impulse coupling retaining nut to shaft thread stripped. Nut only retained by split pin.	6	3

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98/3074	DEF	MI	27/10/1998	CMC	TIMARU	The engine was in the workshop for a bulk strip due to a history of vibration causing constant Magneto defects.	6	4
99/2333	DEF	MI	8/08/1999	CMC	TAKAKA	The rough running engine, cut out as power was reduced on approach.	6	5
01/2118	DEF	MA	19/06/2001	MAW	Woodbourne	The aircraft made a perfectly successful forced landing 2nm south Woodbourne.	6	6
01/2975	DEF	MI	10/08/2001	PGH	Rangiora	Not reported by operator. Defect report sent by maintainer.	6	7
02/1576	DEF	MI	17/04/2002	MAW	Omaka	Investigation of dead cut L/H magneto revealed the contact assembly "spade" terminal to which the primary lead, from where the coil pushes on, was found to be broken.	6	8
03/408	DEF	MI	14/01/2003	RMW	Feilding	Broken valve springs found during routine servicing (oil & filter change).	6	9
03/486	DEF	MI	17/01/2003	RMW	Feilding	The operator reported that the right exhaust needed inspection. It was found that there was a piece missing from the pipe. ☒	6	10
03/2414	DEF	MI	18/07/2003	PGH	Tokoroa	Engineer reported the aircraft's engine was rough running during ground Mag Checks.	6	11
03/3339	DEF	MI	4/11/2003	FJN	Parnassas	PIC reported the aircraft had very high fuel flow during topdressing operations. The engine cut out with idling power. Applying the axillary fuel pump restored normal fuel pressure.	6	12
04/1230	DEF	MI	19/03/2004	NTO	Unknown	It was reported that the engine was running out of fuel without the collector tank low fuel light illuminating. The wiring terminals for indication system were found corroded in the collector tank.	6	13
04/1174	DEF	MI	31/03/2004	PGH	Unknown	The engine magneto drive bearings had failed and the left and right hand magnetos were found destroyed inside.	6	14
04/3122	DEF	MA	14/09/2004	DMC	Lawrence	It was reported that the aircraft experienced power loss directly after take off with only 2100 RPM. Smoke was seen coming from the exhaust and in the cockpit. The load was jettisoned and the aircraft returned to the strip.	6	15

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Class	Total
06/1823	DEF	MI	6/05/2006	NTO	Feilding	The engine number 5 cylinder was removed due to an oil leak from the base of the cylinder.	6	16
07/1124	INC	MA	23/03/2007	EMD	Pahiatua	The pilot reported that the aircraft was returning to base when the engine lost all power. A forced landing was then carried out in a paddock. During the landing roll the aircraft went through a fence before coming to rest.	6	17
07/1700	DEF	MI	21/05/2007	NTO	Feilding	The aircraft engine experienced an excessive magneto mag drop.	6	18
99/1200	ACC	MA	2/05/1999	FMC	Akaroa	During transit between operating sites, via the south coast of Banks Peninsula, the pilot encountered an approaching front. He turned back to his departure point only to find that the weather behind had deteriorated. He landed on a farm property at the head of Peraki Bay, but the aeroplane sustained damage to the undercarriage, one wing, the forward fuselage and propeller on landing. The pilot was uninjured.	7	1
99/1526	ACC	MA	27/05/1999	FMC	Ohau	En route to Palmerston North, the pilot encountered worsening weather conditions south of Levin. Rather than turn back, he elected to land the aeroplane in a farm paddock. Poor braking action due to long wet grass resulted in the aeroplane overrunning the available landing space and colliding with the boundary fence. The pilot was uninjured.	7	2
99/2833	ACC	MI	23/09/1999	CMC	Awatere Valley	The aircraft landed on a sloping topdressing airstrip in calm conditions and failed to stop due to excessive dew on the grass. The right hand wing tip contacted the bank causing minor damage to the wing and propeller tips.	7	3
98/1840	DEF	MA	28/06/1998	PRT	Westport	THE ENGINE LOST POWER ON TAKEOFF. THE LOAD OF WATER WAS DUMPED AND THE AIRCRAFT MADE A SAFE LANDING.	9	1

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Class	Total
00/655	ACC	MA	22/03/2000	PGH	Lake Brunner	The pilot was conducting supervised spraying operations from a sealed strip with a grass extension at either end. The supervising pilot had been taking 600-litre loads throughout the morning, and it was the intention of the pilot under supervision to start with 500 litres. However, 600 litres was loaded inadvertently on the first flight of the afternoon, and the pilot decided to continue with that load. The take-off run started from the grass short of the sealed strip, but when the aircraft ran on to the seal, a slight tailwheel shimmy developed. The pilot applied light braking to assist in raising the tail, but then encountered directional control problems on the cambered strip, exacerbated by a quartering crosswind. The aircraft failed to become properly airborne, over-ran the departure end of the strip and collided with a fence, sustaining substantial damage. The pilot was not injured.	9	2
01/41	ACC	CR	10/01/2001	PGH	Amberley	Significant event: ZK-PGH had completed a downhill spray run. As the aircraft climbed up the other side of the gully it crashed into the ground.	9	3
01/308	ACC	CR	29/01/2001	FMC	Guards Bay	ZK-FMC had its propeller strike the ground just before lift off from a fairly steep topdressing airstrip. The pilot immediately jettisoned the load and endeavoured to complete a forced landing on the beach below the strip but failed to reach the area and subsequently ditched into the sea.	9	4
02/2082	ACC	MA	28/06/2002	RMW	Waituna West	The aircraft failed to become airborne off the farm strip after the pilot jettisoned the load, and it clipped a fence post. The hopper door was flung back, damaging the cockpit floor, and putting two holes in the fuselage fabric.	9	5
04/3022	INC	MI	18/09/2004	JPC	Glenmarry Airstrip	It was reported that the aircraft's wing tip touched the ground on take off after experiencing some sink. Damage was found on the outer wing so the aircraft was flown back to base for repairs.	9	6

05/3596	ACC	MI	6/11/2005	EMD	Pongoroa	It was reported that the aircraft hit a hill whilst top dressing.	9	7
04/3251	DEF	MA	7/10/2004	MAW	Blenheim	It was reported that during a 100 hour inspection the rudder cable was found to be almost severed.	11	1
06/2675	DEF	MI	29/06/2006	PGH	Rotorua	The aircraft was sowing urea when at the end of a sowing run the A frame on the hopper door opening broke on both sides of the hopper door. The front of the spreader dropped down and caused a vibration. Power was reduced and the aircraft landed back on the strip.	15	1

OCC_No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	Class	Total
07/384	DEF	MI	16/01/2007	JHG	Feilding	The aircraft tail spring broke during the takeoff run.	Unknown	2	0
07/1523	ACC	MA	8/05/2007	MAA	Five Rivers	The aircraft had an accident on takeoff during an agricultural operation, which caused substantial damage.	Fin Structural Failure	2	1
08/828	DEF	MI	11/02/2008	JHG	Woodville	Refer to Engineering. Pilot reported Vibs on landing through LH brake pedal. Vis inspection found dust cap axle nut and outer bearing caged missing.	Rudder	2	
08/2284	DEF	MI	8/05/2008	JHG	Feilding	Routine inspection found RH rear u/c clamp attachment weld cracked.	Landing Gear Structural Failure	2	2
07/2325	DEF	MA	29/06/2007	PTK	Napier	The aircraft was top dressing 3nm West of Napier airfield when the pilot reported an engine failure. The aircraft then joined for grass runway 07 and landed without incident or damage.	Wing Attachmnets	5	3
01/2927	INC	MI	6/07/2001	JHG	Masterton	Aircraft had taken off from greasy agricultural strip with pilot not realising the park brakes were not fully released. Aircraft subsequently nosed-over when landing on sealed runway at Masterton destroying the propellor and damaging internal engine components.	Engine Mount	7	4
06/3660	INC	MI	28/09/2006	SAT	Lavericks Bay	While spreading super-phosphate around a farm the pilot accidentally flew the aircrafts' undercarriage into the "Orion Network" High Voltage 11kVt overhead powerline spanning across the valley. The line broke due to 'wire-cutters' on undercarriage severing the cable.	Turbine Engine	7	5
06/985	DEF	MI	2/02/2006	PTK	Napier	The propeller gaskets were found to be defective during an inspection.	Piston Engine	8	6

OCC_No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	Class	Total
07/935	ACC	MA	5/03/2007	PTK	Waipoapoa Station	The aircraft encountered sink after becoming airborne and the pilot initiated a load jettison. However the aircraft struck a fence and caused substantial damage to the rear wing spar and ailerons. The pilot made a successful out landing in a paddock approximately 3 miles away.	Operational Error	9	7

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	Code	Total
70/26	ACC	MA	30/10/1989	CSC	OMAHUTA FOREST			0	1
70/28	ACC	MA	13/09/1991	ESL	NOT KNOWN			0	2
70/67	ACC	MA	13/10/1991	DPA	TAUPO			0	3
70/84	ACC	MA	6/07/1992	DSA	UNKNOWN			0	4
70/105	ACC	MA	21/07/1992	DSA	UNKNOWN			0	5
71/12	ACC	MA	16/11/1992	DPW	MOSGIEL			0	6
71/26	ACC	MA	5/02/1971	CSF	NR MASTERTON	Collapse of the tailwheel mounting tube caused loss of directional control on takeoff. the pilot vacated the aircraft to investigate and the unattended aircraft rolled down a bank. one undercarriage leg collapsed and the aircraft dropped onto one wing.		2	1
71/38	ACC	MA	21/07/1971	CSE	CHEVIOT	At the start of the takeoff roll the tailwheel jammed in the fully deflected position. directional control could not be maintained on the slippery surface and the aircraft groundlooped into a fence and slid backwards into a gully.		2	2
71/42	ACC	MA	29/01/1973	CSK	OTAKI	Failure of the righthand main leg saddle bolts during the landing roll caused the pilot to lose directional control, as the result of which the aircraft groundlooped and the leg folded underneath the fuselage.		2	3
71/67	ACC	MA	23/07/1973	CQY	TUAPEKA WEST	The right undercarriage main attachment bolt failed during takeoff but the pilot was able to maintain control and made a landing back at base with minimal damage.		2	4
71/98	ACC	MA	9/09/1973	CQZ	THE KEY	The pilot reported that when landing from a topdressing sortie the tail sank lower than usual. inspection revealed that the tail spring had broken in the vicinity of station 224.		2	5

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	Code	Total
72/38	ACC	MA	19/11/1973	CSD	AWATOITOI STN	Aircraft about to lift off from topdressing strip with 15cwt load of superphosphate when port undercarriage leg separated. metallurgical examination of the fracture surfaces revealed a brittle fracture which had been initiated by a small fatigue crack in a fretted area on the		2	6
72/79	ACC	MA	31/01/1974	CSD	LONG BUSH	The pilot was completing a ferry flight with his loader driver to begin operations from the strip. the aircraft bounced on landing and touched down again on the rough verge. the left undercarriage leg collapsed when the aircraft was brought to a stop and the aircraft then ran backwards over the side of the strip.		2	7
72/118	ACC	MA	5/03/1974	CSA	AWAKINO	At touchdown the lefthand main wheel collapsed and in the ensuing ground loop the starboard wing and nose of the aircraft were extensively damaged.		2	8
72/122	ACC	MA	19/04/1975	CQM	AHUROA	Shortly after starting a takeoff run down the steep slope of the strip the pilot heard a bang and felt vibration throughout the aircraft. he abandoned the takeoff. during a ground loop made to stop the aircraft, one undercarriage leg collapsed. the tail wheel pivot bolt was found to have failed from fatigue, thereby allowing the tail wheel to become detached.		2	9
73/23	ACC	MA	2/03/1976	CQV	AWAKINO	To avoid going over the side of the strip when the aircraft began to veer to the left after landing the pilot initiated a groundloop in the same direction. separation of the lefthand leg during the loop was found to have been caused by prior overstressing of the saddle forward attachment bolt.		2	10
73/29	ACC	MA	19/03/1976	CSK	COLYTON	A groundloop occurred while the aircraft was being manoeuvred for takeoff as the result of which the righthand main undercarriage collapsed.		2	11
73/48	ACC	MA	30/11/1978	DMD	AWARUA	The aircraft lost a wheel during the takeoff from a strip and was damaged in the subsequent landing.		2	12

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	Code	Total
73/79	ACC	MA	23/03/1980	DOE	KAIHU	On landing a fatigue crack caused the aircraft's tailwheel spring to fracture during the landing roll.		2	13
73/88	ACC	MA	8/10/1980	DMD	OMAMARI	The aircraft ran off the side of the strip when the right brake failed during a down wind landing.		2	14
73/100	ACC	MA	3/03/1982	DOE	NR TAUMARUNUI	The aircraft's right undercarriage leg separated on takeoff and the pilot made a successful precautionary landing at his base airfield. the fatigue fracture of the leg had initiated at corrosion pits on the surface of the metal		2	15
73/140	ACC	MA	11/05/1982	DME	EAST STRATFORD	On landing the aircraft ran through a concealed drain on the strip. the right undercarriage leg separated and the aircraft came to rest nose down.		2	16
74/15	ACC	MA	8/03/1984	DOE	PIRIAKA	On landing the aircraft bounced then sank to the left when the left undercarriage spring leg fractured at the mudguard attachment bracket. the failure was due to a fatigue crack originating from a corrosion pit.		2	17
74/30	ACC	MA	24/10/1985	DOZ	WAIRAKEI	The right mainwheel separated from the aircraft after takeoff due to the failure of unsuitable retaining nuts fitted to the axle retention bolts. the aircraft tipped onto its nose and left wing tip at the end of the subsequent landing run		2	18
74/71	ACC	MA	11/04/1995	LDZ	SOUTH OTAGO	FIRST LANDING ON STRIP FOR START OF TOP DRESSING OPS. ARRIVED A LITTLE FAST AND HAD TO SWERVE TO AVIOD HITTING LOADER GRASS VERY WET ONE MLG LEG COLLAPSED		2	19
74/82	ACC	MA	28/11/1996	JCR	WANGANUI	Six brake discs were found to be cracked during a routine inspection. Corrosion was found around the weld area attaching the cup shaped mild steel pressing to the disc. This had significantly weakened the weld. This was considered to be a manufacturing f ault and due to lack of protective coating.	Brake	2	20

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	Code	Total
74/110	ACC	MA	16/11/1997	LDZ	Dunedin	During the landing of a light aircraft the aircraft spun 270 degrees to the left and ended east of the runway. Damage to the right side of the undercarriage occurred.		2	21
74/116	ACC	MA	15/07/1970	CQQ	TARAPATI KI	After liftoff the windscreen became covered with oil, engine began to overspeed and propeller thrust become '0'. in forced landing, initial impact taken by right wing against steep slope. aircraft cartwheeled and came to rest inverted in a stream where it caught fire. pilot retained consciousness and was able to extricate himself and move away. (investigation details in summary		6	1
74/122	ACC	MA	6/12/1972	COT	ASHLEY GORGE	A complete and sudden power loss during a gorse-spraying operation necessitated forced landing on rough terrain. cause of the power loss was fatigue failure of no. 4 connecting rod.		6	2
75/54	ACC	MA	30/09/1974	COQ	NR RAETIHI	The aircraft was extensively damaged during a forced landing on rough terrain following a total power loss during a flight to the sowing area. a strip examination revealed the top land of no. 5 piston worn away and pieces of broken ring in the combustion chamber.		6	3
75/60	ACC	MA	14/04/1989	DMA	NR TE PUKE	Following an engine and power loss at low level the aircraft collided with a wire and spun to ground level.		6	4
75/133	ACC	MA	13/03/1993	EJL	Cheviot	Engine failure, forced landing		6	5
75/137	ACC	MA	29/03/1994	DSA	Masterton	Engine failure, forced landing	CONROD,CR ANKSHAFT	6	6
76/39	ACC	MA	14/11/1995	DPA	TAIHAPE	On flight in company with DEP from Fielding to Hastings. Had engine failure and put down in scrub without injury. The aircraft destroyed by fire		6	7
76/40	ACC	MA	14/09/2001	JCR	Feilding	While AD DCA/Con/140a was being executed it was found that the IO-520 exhaust valves were excessively corroded.	Exhaust Valves	6	8

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	Code	Total
76/42	ACC	MA	31/10/2001	EJL	Culverden	At the conclusion of the topdressing job the pilot landed and shutdown the aircraft so he could load some personal gear on board. It was at this time he heard a fluid 'running' sound and saw that oil was pouring from the engine area. It was found that a hose clamp had come loose and allowed the remote oil cooler pipes to wear against the sump.	Oil pipes and clamp	6	9
76/49	ACC	MA	14/09/2003	CSM	South Island	The Agwagon had just got airborne when a loss of power was experienced and the pilot made a forced landing.	Muffler	6	10
76/51	ACC	MA	6/10/2006	LDZ	Balclutha	Pilot noticed a loss in power on take-off, managed to negotiate a circuit and land without incident	Cylinder assembly	6	11
76/63	ACC	MA	19/10/1970	CQP	MARTON	While the aircraft was crop spraying, the right wing struck a dead branch of a gum tree on the edge of the field. the pilot maintained control and returned to the airstrip. the pilot had misjudged clearance between the wing and the tree.		7	1
76/75	ACC	MA	8/12/1970	CQT	BUNNYTHORPE	Crop spraying was being carried out at last light. approach made over 60 ft trees. during round-out at spraying height, aircraft stalled and squashed heavily into crop. travelled 50 yds, then became airborne, but rapidly reduced airspeed influenced pilot to land in adjacent paddock. while approaching, aircraft stalled, landed heavily. fire in battery and destroyed aircraft.		7	2
76/84	ACC	MA	1/11/1971	CQJ	KINLEITH	During a cross-wind landing on an aerial work airstrip the left wheel ran into a soft patch and loss of control occurred. the aircraft groundlooped to the left and came to rest on a reciprocal heading beyond the side of the strip.		7	3

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	Code	Total
77/17	ACC	MA	18/03/1972	CQX	OHINGAITI	During a spray run one wing collided with a piece of rusty water pipe protruding from the crop. in flight the obstruction was almost visible against a background of ripe barley. the farmer knew of the obstruction but had not considered it significant enough to warn the pilot.		7	4
77/49	ACC	MA	2/02/1973	CSM	PATEA	During a cross country ferry flight deteriorating weather necessitated a precautionary landing being made on a golf course. shortly after touchdown a previously unseen hummock caused the aircraft to be thrown 40-50 ft into the air and in the subsequent ground impact the port undercarriage leg was torn off.		7	5
77/79	ACC	MA	14/10/1974	CQK	NR TE ANAU	At the completion of a topdressing run the pilot failed to maintain adequate terrain clearance and the aircraft collided with high tension power lines.		7	6
77/103	ACC	MA	8/11/1974	CQY	WAITAHUNA	The pilot landed his aircraft in a paddock too fast and too close to a tanker. he braked but wet grass made this ineffective and an attempted groundloop to avoid the tanker resulted in the aircraft's elevator and tailplane striking it.		7	7
77/108	ACC	MA	8/05/1975	DPC	NR WAINUI	The pilot partially applied brakes on his first touchdown on the strip. a fresh tail wind was blowing. the tail rose and after skidding for 60 yards the aircraft overturned.		7	8
77/123	ACC	MA	8/12/1975	CQY	WAITAHUNA	The pilot touched down on an uphill-sloping strip. as the upper part of the strip came into view during the landing roll the pilot realised that he was off-line and heading towards a gully. he endeavoured to groundloop but was unable to prevent the aircraft from sliding down a bank.		7	9
78/3	ACC	MA	26/12/1975	DOY	CHEVIOT	After completing a spray run over steep terrain the pilot pulled sharply into a climb near a lone pine tree. he encountered light turbulence and the left wing struck the tree.		7	10

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	Code	Total
78/46	ACC	MA	4/03/1976	CSB	RANGITIKEI RVR	The pilot dived left to avoid a large flock of seagulls which rose directly in front of the aircraft, but then collided with unseen telephone lines strung from a high bluff.		7	11
78/145	ACC	MA	12/05/1976	CQV	NR WAITOMO	While landing on an exposed airstrip in unfavourable weather conditions, the pilot experienced difficulty in maintaining directional control. a wheel entered a washout on one side of the strip and the aircraft fell off the strip		7	12
78/158	ACC	MA	13/06/1976	DOE	MATAKOHE	After landing the brakes were ineffective on wet grass and the pilot yawed the aircraft sideways to increase effectiveness but one wheel ran over the side of the strip and the aircraft collided with a tree.		7	13
79/17	ACC	MA	22/07/1976	CQJ	MATAHIWI	When wind conditions became unsuitable for further topdressing the pilot decided to terminate operations from the strip and return to base. as the takeoff roll was commenced a cross-wind gust lifted the port wing bringing the starboard wingtip, stub wingtip and propeller into contact with the ground. thereafter the aircraft swung through 240 deg and struck a fence		7	14
79/39	ACC	MA	4/02/1977	CSE	AVON VALLEY	The strip being used sloped out of the pilot's view after the first 100 metres. he mistook the direction of takeoff and the aircraft sank into a hollow containing large stones. the left undercarriage collapsed and the aircraft slid to a stop.		7	15
79/45	ACC	MA	17/03/1977	DPU	RANGIWAEA	The aircraft undershot a selected touchdown point by approx 15 feet. contact with rough ground in the undershoot area resulted in the left under-carriage leg being torn from its mounting.		7	16
79/125	ACC	MA	12/10/1977	DPX	WAITANGIRUA	After touchdown following a normal approach for a downwind/uphill landing the pilot applied brakes very firmly and the aircraft overturned.		7	17

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	Code	Total
80/45	ACC	MA	6/01/1978	CSM	NR TOKOROA	On takeoff the aircraft ran into a cloud of pumice dust which it had created turning around on the strip. after abandoning the takeoff a groundloop was initiated to prevent the aircraft going over a steep drop off the end of the strip		7	18
80/110	ACC	MA	13/11/1978	DJZ	TE KUITI AD	Aerodrome closed due to flooding and an appropriate notam issued. when pilot landed on grass, he encountered a large pool of water which was hidden by long grass and the resultant drag flipped the aircraft on its back. the pilot was not aware of the closure which occurred after he departed earlier in the day.		7	19
81/80	ACC	MA	26/02/1979	CSC	HOTEOE	While the pilot was landing the aircraft with the sun in his eyes, he felt a jolt and heard a bang and immediately initiated a go around. the aircraft had hit a sheep which had wandered onto the strip. one undercarriage had been dislodged and when the aircraft landed back at base it dropped onto its wingtip.		7	20
82/28	ACC	MA	1/03/1979	CSM	WAIOURU AD	After touchdown in gusty conditions with moderate turbulence the aircraft became airborne again drifting sideways. an attempt to control the aircraft was unsuccessful and it was substantially damaged in the ensuing groundloop.		7	21
82/52	ACC	MA	11/10/1981	CQD	PUNGAREHU	The pilot misjudged the approach for a crosswind landing on an uphill landing strip made greasy by recent rain. he was unable to prevent the aircraft sliding into the loading area and colliding with the parked loading vehicle. no overshoot was practicable and the pilot's attempt to groundloop the aircraft was unsuccessful.		7	22
82/122	ACC	MA	29/05/1984	DRZ	HINAKURA	The pilot was unable to maintain directional control of the aircraft when taking off in a strong gusty cross-wind. he was committed to takeoff and the aircraft collided with a fence.		7	23

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	Code	Total
83/55	ACC	MA	26/11/1984	DPA	CHELTENHAM	A wheat crop on the side of the airstrip had grown since the strip was last used. on landing the spray boom struck the wheat and the aircraft groundlooped.		7	24
84/31	ACC	MA	9/04/1985	DMD	NR EASTBOURNE	The pilot vacated the cockpit quickly when a bee or a wasp started to bother him. he inadvertently knocked the throttle open and then fell off the wing as the aircraft rolled forward and collided with the fertiliser bin.		7	25
84/52	ACC	MA	18/05/1985	DOE	TE KUITI AD	On departure the pilot taxied the aircraft into a patch of ground fog. the windscreen frosted over and the aircraft's right mainwheel dropped into a drain beside the runway.		7	26
84/114	ACC	MA	2/01/1987	DHX	STANWAY	On landing the aircraft's sprayboom snagged in a tall crop alongside a narrow airstrip and caused the aircraft to groundloop.		7	27
85/35	ACC	MA	8/05/1992	DPA	Taupo Ad	Taxied into fuel pump		7	28
85/36	ACC	MA	29/04/1994	DPX	KIMBOLTON	ON T/O ROLL A/C VEERED TO RIGHT GETTING OUT OF CONTROL BECAUSE OF THE STEEP GRADIANT OF THE STRIP. DAMAGE TO A/C		7	29
85/47	ACC	MA	7/09/2001	CSM	Kahatara	After startup, aircraft was being taxied down the side of the company's airstrip when the propellor struck a haybale, damaging the propellor.		7	30
85/94	ACC	MA	5/11/1979	CXO	NR STRATFORD	The pilot opened the throttle to maximum power for takeoff and shortly after, the propeller separated from the engine. the threaded shank of one propeller blade had failed just below the top of the ferrule which holds the blade. the fracture could not have been detected visually without dismantling the propeller.		8	1

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	Code	Total
87/5	ACC	MA	23/02/1970	CQO	RANGITOTO	The aircraft failed to clear a ridge beyond the departure end of the strip. the pilot reported that the jettison would no operate. aircraft stalled, struck the face of a ridge, bounced and slewed into a fence. no defect was found when the hopper operating mechanism was subsequently examined by a civil aviation division aircraft surveyor.		9	1
89/42	ACC	MA	25/02/1970	COP	TUTAENUI	Just after taking off on 8th topdressing sortie since last refuelled, the aircraft disappeared from sight beyond end of strip, crashed and burned. pilot fatally injured. probable cause: sudden loss of lift arising from unexpected wind change encountered at a critical airspeed immediately after takeoff and which resulted in aircraft striking the ground.		9	2
89/66	ACC	MA	3/03/1971	CSL	TE KARAKA	The aircraft sank after takeoff and collided lightly with a tree. the pilot returned to land at the strip but the aircraft stalled short of and below the threshold and the undercarriage was torn off at impact.		9	3
89/86	ACC	MA	16/04/1971	CSC	MANDEVILLE	Just after liftoff the aircraft sank and made brief but heavy contact with the ground. control was maintained and the aircraft was flown to base for repair.		9	4
91/694	DEF	MA	27/08/1972	CQL	NR TAIHAPE	While taking off from a steep but soft airstrip the pilot realised that he would not become airborne and operated the jettison, but too late for it to be effective. the aircraft sank off the end of the airstrip, the undercarriage struck an earth bank, and the aircraft overturned.		9	5
91/904	DEF	MA	28/11/1972	CSC	PUKEMAORI	On takeoff from a steep undulating strip the aircraft became prematurely airborne after striking a terrain hump. as flying speed had not been attained the aircraft sank heavily on to the tailwheel causing it to separate from the aircraft and extensively damage the rear fuselage.		9	6

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	Code	Total
92/1121	ACC	MA	6/03/1973	DHX	AWARUA	During a downwind takeoff the pilot inadvertently raised the flaps instead of jettisoning the load and the aircraft failed to become airborne. the pilot had recently converted from another type in which he had flown 5000 hours and in which the hopper and flap levers were located in positions the reverse of those in the cessna a188.		9	7
92/1325	ACC	MA	18/06/1973	CQV	NR RAETIHI	Due to hoar frost on the wings and a slight tailwind the aircraft sank after takeoff and collided with a boundary fence.		9	8
92/2320	DEF	MA	30/05/1974	CQK	LUMSDEN	The aircraft sank back on to the strip following premature liftoff with an inadvertent overload and collided with three fences before coming to rest.		9	9
92/2215	DEF	MA	9/07/1974	CQZ	ACTON RIVER VLY	Due to power loss aircraft sank off end of strip and impacted with lower ground. full flap had been applied to lift weight off wheels early in takeoff. just refuelled, it seems likely that being suddenly deprived of ground effect as passed off end of strip in low-speed high-drag configuration, aircraft sank in semi-stalled condition and pilot interpreted it as power los.		9	10
92/2625	ACC	MA	11/03/1976	CQN	NR NGAROMA	After liftoff on the 66th takeoff of the day a momentary power loss was experienced. after jettisoning the load the aircraft passed through two fences before becoming airborne. a water droplet or foreign particle in the fuel injector was considered the most likely cause of the power interruption		9	11

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	Code	Total
92/2655	ACC	MA	25/03/1976	DOE	TITOKI	As the tail was slow to rise during a takeoff the pilot attempted to dump the load but found the hopper lever jammed. while he was attempting to free the lever the aircraft veered off the normal takeoff path and over a hump. as it became airborne it collided with a fence at the end of the strip.		9	12
92/4148	DEF	MA	8/06/1977	CQS	MANUTAHU	The aircraft collided with level ground below the strip after takeoff causing the left undercarriage leg to fail. the pilot made an emergency landing at new plymouth airport.		9	13
93/1250A	ACC	MA	22/08/1977	CQS	MIDHURST	After a normal takeoff run the aircraft lost height off the end of the strip. the pilot was unable to avoid colliding with the terrain and the aircraft came to rest inverted.		9	14
93/3453	ACC	MA	6/09/1977	DPV	NR BALCLUTHA	After aircraft airborne it began to sink. pilot attempted to jettison but this was ineffective. aircraft nosed down sufficiently for propeller to strike ground lightly and shatter pitch charge links which thus prevented the propeller from adopting any useful angle of attack. the pilot was unable to prevent aircraft colliding with a fence and eventually tracking into ditch.		9	15
93/3223	ACC	MA	13/03/1978	CQI	ARGYLE EAST	During the takeoff run the pilot elected to jettison the load. he was unable to obtain the 'full dump' setting because the inertia reel of his shoulder harness locked. he closed the throttle but was unable to avoid a collision with the fence.		9	16

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	Code	Total
93/6084	DEF	MI	23/12/1982	DPP	KNAPDALE	At commencement of spraying operations it became apparent aircraft would not become airborne before reaching end of airstrip. pilot operated dump control and aircraft lifted off but struck some gates just beyond strip dislodging right wheel and spray pump assembly. during ensuing landing right undercarriage dug into ground and both u/c legs were torn out as aircraft groundlooped		9	17
94/84	ACC	MA	6/06/1983	CSB	NR AWAKINO	The aircraft was climbing towards a ridge en route to the sowing area when the pilot initiated a turn away from the terrain. however, the aircraft struck the face of the ridge during the turn. the pilot was fatally injured and the passenger was seriously injured in the post-accident fire.		9	18
94/759	ACC	MA	10/04/1985	EJL	NR HOKONUI	The aircraft became airborne but started to sink towards a fence just off the end of the airstrip. the pilot selected full jettison but the aircraft's right mainwheel struck a concrete fence post.		9	19
94/1243	ACC	CR	10/08/1989	DSA	MARTINBOROUGH	After travelling about 100 m on its takeoff run the aircraft veered to the left despite the pilot's application of full right rudder and then right brake. the pilot jettisoned the 600 kg load of d.a.p. as the aircraft left the strip. the aircraft continued through a fence, across a road and into a second fence.		9	20
94/2639	INC	MI	2/09/1992	FYJ	nr Otane	Failed to get airborne, hit ditch		9	21
94/4047	ACC	CR	6/09/1992	EJK	Feilding	Failed to get airborne, hit fence		9	22
95/1003	ACC	CR	29/04/1993	DHX	Raetihi	Failed to get airborne, hit fence		9	23
95/3303	ACC	CR	18/07/1993	CQX	Havelock North	Hit trees on takeoff		9	24
96/3571	DEF	MA	13/01/1994	DPA	Kairanga Strip	Failed to become airborne, overran paddock		9	25
97/3348	ACC	MI	3/03/1994	CQY	Seaview, Seddon	Sink on takeoff, load jettisoned, but hit fence		9	26
98/526	ACC	MA	24/10/1994	TJK	Akatore	Power loss after takeoff, landed heavily		9	27

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	Code	Total
98/599	ACC	CR	7/03/1998	EMD	Pongaroa	During the final run of a topdressing operation the aircraft had turned downwind and was caught in sinking air. Performance was inadequate to clear terrain and the aircraft impacted at the top of a ridge. Aircraft destroyed, pilot sustained a minor injury .		9	28
01/2305	ACC	MA	13/03/1998	DPX	Haupiri V	The aircraft took off with a load of liquid fish fertiliser and turned towards the treatment area near the Haupiri River gorge. One spray run had been completed and the aircraft commenced a right procedure turn. About three quarters of the way through the 180 degree turn, the aircraft struck the top of trees and crashed to the ground, inverted. According to the pilot, the weather conditions were favourable with nil wind, slight overcast and fair visibility.		9	29
01/3108	INC	MI	7/07/2001	CSD	Akaroa	The aircraft failed to become airborne off a farm strip and slid down a bank and was destroyed. The pilot was not hurt.		9	30
01/3273	DEF	MI	1/09/2002	JCR	Clinton	The aircraft failed to accelerate as expected so the pilot tried to jettison the load but this did not help. As a result the aircraft over-ran the strip coming to rest on a slope below the runway. It then caught fire and was burnt out.☒		9	31
01/4379	DEF	MA	4/09/2004	DHX	Gwavas Airsrtp	It was reported that the aircraft was hit by a tail wind gust during take off. This resulted in the plane hitting the ground and going through a fence. The aircraft then went over a 50 metre bank before coming to a rest on a creek bed.		9	32
02/2572	ACC	CR	6/12/1993	ESL	MOSGIEL		"G" SWITCH	10	1

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	Code	Total
03/3953	DEF	MA	7/04/1971	CQY	SILVER PEAK	During 31st takeoff a total power loss occurred necessitating forced landing in inhospitable terrain. in subsequent test, engine started normally and developed rated power. auxiliary fuel pump was reportedly not switched on when the power loss occurred and is probable that by-pass valve which showed evidence of sticking caused a restriction of fuel flow to engine-driven pump		12	1
04/2822	ACC	CR	29/01/1979	CSA	NR PONGAROA	As the aircraft was returning from a topdressing sortie the engine lost power. the pilot was unable to rectify the fault and attempted to glide the aircraft to the strip. this proved impracticable and the aircraft was damaged after it touched down in a short sloping field. there was no fuel evident in the aircraft's tank after the accident.		12	2
04/3396	ACC	CR	21/04/1992	DHX	Apiti	Fuel exhaustion		12	3
06/4047	DEF	MI	23/10/2004	CSM	Omihi	The pilot suffered an incapacitating event at take off and was unable to maintain control of his aircraft.		16	1

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	TAIC Reference	Class	Total
77/11	ACC	MA	23/01/1977	CVD	PUHOI	The aircraft became overdue on a topdressing sortie. its wreckage was found later in thick bush just over half a mile from the airstrip from which it had been operating. the sole occupant received fatal injuries.	77-012	0	1
82/86	ACC	MA	12/09/1982	TRO	LOWRY PEAKS RGE	The aircraft was engaged in topdressing a steep hill country property when it failed to return from the third sortie. the burned out wreckage of the aircraft was subsequently located in a gully at the extremity of the area being sown. the pilot was fatally injured in the accident.	82-086	0	2
00/2540	NRO	MA	5/08/2000		DUPLICATE	REFER TO OCC No 00/2616		0	3
70/32	ACC	MA	8/03/1970	CWM	TAINGAIHE	On landing, the nosewheel assembly collapsed and the aircraft turned upside down. assembly collapse was attributed to fatigue failure of the nose leg hinge bolt.	2106	2	1
72/83	ACC	MA	6/09/1972	CVB	KAWAKA	Before using a new airstrip for the first time the pilot flew over it, noting that the surface appeared firm, dry, and clear of obstructions. after a normal landing the nosewheel ran into a soft area and folded rearward. the aircraft then overturned.	72-075	2	2
74/59	ACC	MA	6/05/1974	DMZ	PUKENUI	Aircraft carrying 15 cwt hopper load was beginning 7th takeoff from an agricultural airstrip. about 30ft beyond takeoff initiation point, nose wheel seen to collapse and aircraft, arrested by ground friction, slowly pitched forward, nosing over into an inverted attitude in which overturn truss collapsed. pilot trapped by head beneath aircraft, and died before extricated.	74-055	2	3
75/126	ACC	MA	1/12/1975	DMZ	OMAKERE	The transverse tubular member of the engine mount which supports the nose gear fractured at the weld clusters causing the nose gear to collapse.	75-123	2	4
84/86	ACC	MA	24/08/1984	TRN	NR TE PUKE	The left undercarriage support pylon failed on takeoff. on landing the aircraft settled onto the stub wing.	84-090	2	5

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	TAIC Reference	Class	Total
77/33	ACC	MA	18/02/1977	DVP	DUDERS POINT	The new 'tiara'-powered airtruk suffered sudden power loss in-flight and made a heavy forced landing. it is considered likely that the engine stopped through a 'rich cut' when the auxiliary fuel pump was accidentally switched on in flight. there was no information available to the pilot that this pump could not be used in-flight.	77-031	6	1
79/104	ACC	MA	2/09/1979	DMK	RAHOTU	The engine stopped soon after takeoff due to fuel exhaustion in the selected fuel tank. fuel flow could not be restored before the aircraft struck the ground. the fuel gauge in this tank over-read considerably. the gauge had recently been repaired but was not recalibrated on completion of the repair.	79-102	6	2
98/2117	ACC	MA	4/08/1998	TRS	Masterton	The aircraft suffered an engine failure after take-off, about 200 m from the end of the strip. The pilot managed to carry out a successful forced landing in a paddock ahead, but with minor damage to the aircraft when it struck the downwind fence. The engine had given a burst of power again after the initial failure. An engineering investigation found that the flight was the pilot's last before he intended refuelling. Prior to take-off, the aeroplane had been sitting on sloping ground, allowing the fuel to cross-feed to the lower tank. The fuel outlet unported during take-off, causing the power loss. The pilot was committed to force-landing the aircraft and did not have time to select the electric boost pump on before touching down.		6	3
71/1	ACC	MA	2/01/1971	CVA	ARDMORE AD	During circuit training involving a series of takeoffs and landings, the engine lost power during takeoff due to fuel starvation. realising that the safe endurance of the tank in use had been exceeded the pilot selected the other tank but was unable to effect a restart in time to avoid a forced landing.	71-001	7	1

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	TAIC Reference	Class	Total
73/127	ACC	MA	24/10/1973	DMY	PERIA	During refuelling operations some fuel was spilt on the stub wing. at start-up a sheet of flame from the exhaust ignited the fuel. the fire extinguisher was not in its normal position on the loading vehicle and with no means of controlling the fire flames spread rapidly and consumed the aircraft.	73-126	7	2
75/52	ACC	MA	14/04/1975	DMK	OPARAU	Sheep had been cleared from the strip but during the first takeoff a sheep crossing in front of the aircraft was struck. severe vibration followed and the pilot was unable to stop the aircraft on the sloping strip. the aircraft landed in a paddock below.	75-050	7	3
75/112	ACC	MA	21/10/1975	DMK	NR MANGONUI	While approaching a steep sloping airstrip, airspeed was allowed to decrease too much and a high sink rate developed. corrective action failed to arrest it and the aircraft landed very heavily.	75-108	7	4
75/128	ACC	MA	4/12/1975	CJT	TINUI	The aircraft landed heavily after application of full power had failed to arrest sink rate incurred after a severe downdraught was encountered during final approach.	75-139	7	5
76/139	ACC	MA	3/12/1976	DMK	PAPONGA	The very inexperienced topdressing pilot did not heed the advice of experienced pilots that weather conditions at the airstrip would be unsuitable for topdressing operations. while landing on the strip severe downdraughts and turbulence caused the aircraft to land very heavily	76-140	7	6
78/65	ACC	MA	23/04/1978	DNA	WAIMATENUI	Wet grass and a tailwind resulted in the pilot being unable to stop the aircraft when landing after his first topdressing flight for the day. the aircraft ran into a ditch and tipped up onto its nose.	78-061	7	7
78/76	ACC	MA	20/05/1978	DNA	HOUTO	Aircraft operating from a strip which had recently been resurfaced with topsoil by owner. area to be used compacted by a truck driving over it. 42 sorties operated normally off strip before a slight increase in tailwind persuaded pilot to land little closer to strip's threshold. after touchdown nosewheel entered an area of soft uncompacted soil and aircraft nosed over.	78-076	7	8

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	TAIC Reference	Class	Total
83/58	ACC	MA	13/07/1983	CWX	TANGITERORI A	While descending from a reversal turn the aircraft struck power conductors suspended in a long span across a valley. the conductors were broken by the impact and the top of one empennage separated from the aircraft. the pilot flew the aircraft back to the airstrip using the remaining empennage and landed without further incident.	83-058	7	9
84/20	ACC	MA	14/02/1984	CJU	TANGITERORI A	The pilot initiated a left turn to draw up beside the loading vehicle. however the left brake lost effect when he applied full rudder and the aircraft collided with the loading vehicle.	84-019	7	10
84/126	ACC	MA	26/12/1984	CJT	NR TEMUKA	At the completion of a spraying run the left wing of the aircraft struck a disused electrical conductor which was attached to a nearby tree.	84-134	7	11
85/92	ACC	MA	19/10/1985	CJT	NR WAIMATE	The aircraft was engaged in spraying weedkiller on a farm near waimate. during the fourth sortie, at 0745 hours nzst, it collided with an electric power conductor. witnesses found the pilot dead near his aircraft, which was burning fiercely. the probable cause was damage to the aircraft control system sustained in a collision with a wire, which deprived the pilo of control of the aircraft.	85-092	7	12
87/79	ACC	MA	18/08/1987	TRS	LEVELS VALLEY	When visibility was reduced due to sun glare the pilot landed well into a short field. Dew on the grass reduced braking and the aircraft ran into a fence.	87-085	7	13
72/33	ACC	MA	2/03/1972	CWX	TE PUKE	One blade of a mccauley d2a34c58-bn propeller was reportedly shed when the pilot opened the throttle for takeoff. dsir report carried out. late reporting of this accident and unauthorised interference with the wreckage caused vital evidence to be lost and prevented positive determination of the cause of blade separation.	72-033	8	1

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	TAIC Reference	Class	Total
72/55	ACC	MA	25/05/1972	CVB	WAINUI	After full power was applied for takeoff a loud bang was heard followed by a loss of thrust. inspection revealed that one propeller blade had separated from the hub as a result of a fatigue fracture of the threaded portion of the blade root. the resulting imbalance caused the remaining blade and hub to separate from engine and damage engine mounts.	72-053	8	2
76/32	ACC	MA	18/02/1976	CVA	MATAHIWI	The aircraft had proceeded about 40 metres along the strip on its takeoff when a propeller blade separated from the hub. the resultant imbalance tore the engine from its mounts and fractured the crankshaft, causing the hub and other blade to separate. the aircraft was brought to a stop half way down the strip. propeller-mccauley model d2a 34c 58n/90at-2	76-029	8	3
72/10	ACC	MA	16/01/1972	CWY	PUKENUI	The last of 60 tons of lime which, during previous flights, had shown a tendency to hang up, was being sown over steep gullied country. during the last flight the aircraft started to sink and an attempt was made to jettison the load which failed to discharge. the pilot had no option but to stall his aircraft onto a ridge.	72-008	9	1
72/100	ACC	MA	17/10/1972	CWT	TINUI	The aircraft began to sink when approaching the sowing area. the pilot was unable to jettison the load of damp lime and the aircraft sank into a plantation of pine trees.	72-097	9	2
73/3	ACC	MA	3/01/1973	CTT	ARARIMU	When the aircraft failed to attain flying speed the pilot attempted to jettison the load of lime he was carrying but was unable to do so in time to prevent collision with a tree and a fence. it is suspected that the aircraft was overloaded due to a hang-up of part of the previous load.	73-003	9	3

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	TAIC Reference	Class	Total
73/82	ACC	MA	23/06/1973	CWN	NR WAINUI	Nearing the end of a steep climb over a ridge en route to the sowing area the aircraft encountered downdraughts and the airspeed decayed rapidly. jettison of the load of lime was initiated but more than half failed to discharge. the aircraft stalled and before recovery could be effected, collided with trees below the ridge line.	73-082	9	4
74/84	ACC	MA	15/07/1974	DNB	NR TAHEKE	The accident was caused by a stall uncorrected soon enough to prevent entry into a spin at a height which precluded recovery before the aircraft struck the ground.	74-082	9	5
74/99	ACC	MA	25/08/1974	DMK	NR TOKOROA AD	On 4th takeoff aircraft became very tail-heavy on rotation and became airborne in a stalled attitude. pilot attempted to jettison load but unable to do so. aircraft failed to climb out of ground effect. after crossing a small, deep, ravine it impacted heavily on a bank on the far side. all-up weight of aircraft 900 lb above that permitted.	74-098	9	6
74/102	ACC	MA	2/09/1974	CWW	RAKAU	Following a partial power loss during takeoff a heavy forced landing was made in a ploughed paddock as a result of which the nose wheel broke off and the aircraft overturned. partial power loss due to fuel contamination.	74-108	9	7
76/145	ACC	MA	12/12/1976	CTT	NR CLEVEDON	Aircraft reloaded with lime and completed takeoff run without becoming safely airborne. in overrun area it cleared ground but despite an attempt to jettison the load struck a small rise immediately afterward sustaining damage to lower left wing which forced pilot to turn towards large tree. as aircraft hit branches, pilot closed throttle and a/d rested on adjacent public highway.	76-142	9	8
77/51	ACC	MA	17/03/1977	DMZ	MOTERE STN	The aircraft sank off the end of the airstrip and the left undercarriage was substantially damaged when it struck a knoll. the pilot flew to hastings and landed without incident.	77-050	9	9

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	TAIC Reference	Class	Total
78/96	ACC	MA	25/07/1978	DVN	TIROHANGA	While sowing a damp mixture of fertiliser, part of previous load retained in aircraft's hopper. on next takeoff from level strip aircraft 500lbs overweight. load would not jettison and aircraft sank off the end of the strip, passed through a fence, and bounced over undulating ground before coming to rest	78-096	9	10
79/97	ACC	MA	9/08/1979	DNA	DARGAVILLE AD	Very wet and muddy conditions considerably increased the empty aircraft's takeoff run. although it became airborne just before the end of the strip the spray booms caught in the tops of some ti tree pulling the aircraft down into the scrub	79-096	9	11
00/2616	ACC	MA	4/08/2000	TRS	nr Masterton	The aircraft was applying slurry fertiliser on a property north-east of Masterton. The airstrip was wet and soft at the threshold end so the pilot elected to carry light loads of around 400 kg. On the last flight, the aircraft took off into a 10-15 knot south-westerly wind, which was increasing with the arrival of a front. Just after lift-off, the aircraft sank back on to the strip about 30 m from the end, and the soft ground prevented further acceleration. Beyond the end of the strip was a ravine, and the aircraft struck the far side about 2 m below the lip. The pilot had commenced jettisoning the load as the aircraft sank back on to the ground, and the load was virtually gone by the time of final impact.		9	12
99/921	DEF	MI	23/03/1999	TRS	MASTERTON	ELT failed output terst		10	1
71/32	ACC	MA	14/03/1971	CVB	TAHEKEROA	The pilot was unable to open the hopper door in flight. on return to the strip the aircraft stalled at round-out and landed heavily.	71-029	11	1
99/920	DEF	MI	23/03/1999	TRS	MASTERTON	Wing struts corroded.		14	1

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	TAIC Ref	Class	Total	
02/3571	DEF	CR	9/12/2002	DOZ	Havelock	Significant Event. Pilot reported that the rear compartment door broke away. This door then wrapped around the a/c fin causing damage to rudder. The top mounting of the rudder dislodged and rudder collapsed on to starboard elevator. A safe precautionary landing was made.	Rear Compartment door catch			1	1
74/28	ACC	MA	24/02/1974	CJY	Near DARFIELD	An insecurely fastened oil tank cap resulted in a complete loss of oil during an aerobatic sequence and in the subsequent emergency landing the cap became jammed in the undercarriage operating mechanism thus preventing the undercarriage from being locked down.		74-025		2	1
03/2283	ACC	MA	6/08/2003	RJI	Hamilton Ad	The Operator reported that the aircraft was doing a touch and go on runway 08 when it lost power after becoming airborne. The aircraft collided with a boundary fence during the ensuing landing.				5	1
04/2682	DEF	MI	11/08/2004	DOZ	Mosgiel	It was reported that during a routine inspection a crack approximately two inches long was discovered in the compressor casse, on the forward right hand side of the upper engine mount pad.	Compressor Casing			5	2
04/1931	ACC	MA	10/06/2004	ZAA	Te Kowhai Ad	The pilot was performing a touch-and-go. After landing the pilot applied full power, the tail lifted, but the aircraft drifted to the right and struck a hedge causing substantial damage. Sports n Recreation Corporation Certificate: #727.				7	1
05/1369	ACC	MA	29/04/2005	RJI	Pukekohe	The pilot was ferrying the aircraft from Hamilton to Whangarei and diverted to Pukekohe East to refuel, On the approach to land the aircraft was low but the pilot's application of power was too late to avoid a collision with a bank at the approach end of the airstrip.				7	2
07/3173	ACC	MI	2/09/2007	RZN	Mangaweka	As the Aircraft was taking off and passing over the brow in the airstrip the pilot had to take avoiding action to miss a sheep. The aircraft skidded and hit an embankment and was written off. The Pilot was not injured.				7	3
07/4776	INC	MI	2/12/2007	WLO	Balclutha	There was contact between aircraft empennage and loader truck. The aircraft received substantial damage.				7	4

OCC No	Code	Sev	Date Time UTC	Reg	Location	Description	Part Defective	TAIC Ref	Class	Total
08/996	ACC	MI	10/03/2008	VIH	Roxburgh	A wind gust affected the aircraft on takeoff. The aircraft swung to the left and following corrective action swung to the right colliding with a bank. .		PWilliams	7	5
05/1427	ARC	MI	4/05/2005	RJI	New Zealand	It is alleged that the maintainer submitted a CAA 337 conformity certificate plus a new 2129 radio station form for ZK-RJI covering the installation of Agnav 2 GPS equipment (and a KY96A VHF). He quoted AC43-14 as the acceptable technical data . However AC43-14 states that a differential GPS installation is a major modification and these are excluded from coverage of AC43-14. Maintainer was spoken to by telephone who advised he would either take the equipment off or go to one of the local Part 146 Design Organisations to get the installation approved.			10	1
04/1090	INC	MI	28/03/2004	RJI	Waimiha	While the aircraft was parked on a farm strip with the brakes applied it weather cocked in the wind and the elevator was substantially damaged when it collided with a fence post.			13	1
05/1019	DEF	MI	18/03/2005	VIH	North Auckland	The Operator reported that the aircrafts L/E skin was found by the pilot to be distorted.	L/E Skin		14	1
05/4385	INC	MI	11/11/2005	VIH	Towai	The loader driver failed to latch the rear cargo door which subsequently departed from the aircraft during flight.			15	1