

## Claims story

### **Stefan Bovin, Claims Manager with Aviabel, tells a very interesting claims story, dealt with by our services.**

During a routine flight at the end of June 2016, a Pilatus PC 6 with 7 skydivers on board, sustained an in flight catastrophic failure at an altitude of 7000 ft. (2.130 m). Suddenly, the tail section was ripped off and during the following dive the rear fuselage disintegrated. The skydivers, who were initially trapped in the airplane, were ejected and they managed all to trigger their parachutes, some of them sustaining serious injuries before leaving the aircraft.

Unfortunately, the pilot, who was also wearing a parachute, was hit by some debris when expelled from the plane and didn't survive the crash. Parts and fragments of the aircraft were found over a length of approximately 1,500 meters in a range of about 500 meters.

Aviabel, acting as the lead insurer for the operator's fleet, appointed immediately one of its specialized aviation loss adjusters for the survey, who submitted its preliminary findings on 23 June 2016. An in depth survey on the hull was performed on the 28th of June and at the same time our loss adjuster liaised with the brokers and our local

lawyer in order to organize a smooth claim settlement procedure for the passengers.

As soon as all information, required to advise the underwriters that the coverage conditions were met, was gathered by our surveyor, a second report was issued on 16 August 2016. Subsequently the release forms for the hull and the submitted passengers claims were issued. The passengers claims were paid starting as from 29 of August, and the hull release was agreed on the same day and was issued on 15 September, on receipt of the details of one of the loss payees.

Since then, most of the passenger claims have been settled. The official investigation reports\* are awaited in view of a recovery, as it cannot be excluded that a maintenance error caused the accident. It appears that a few days before the accident, maintenance and repair tasks were performed on the tailplane section of the aircraft.

\*In the meantime and independently from the criminal investigations, the competent civil aviation accident investigation unit started a safety investigation in order to identify the causes of the accident in accordance with the national, the EU and ICAO accident investigation regulations

