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**ELI ROWE, CEO OF PARAMEDS.COM AND INSTRUMENT RATED PILOT, ADDRESSES
CONCERNED LIFE INSURANCE UNDERWRITERS ABOUT PRIVATE AIRPLANE SAFETY**

INDUSTRY SEEKS EXPERT GUIDANCE ON HOW TO VIEW RISK IN WAKE OF CORRY LIDLE TRAGEDY

(October 27, 2006) Kew Gardens, NY— Eli Rowe, CEO of Parameds.com addressed the current state of private pilot safety and aviation with over 1,000 of the life insurance and reinsurance industry's leading risk management experts during the Fifth Annual Meeting of the Association of Home Office Underwriters (AHO) in Las Vegas, Nevada. Mr. Rowe, an instrument rated pilot who flies hundreds of hours a year, is a Chief Executive who has worked in the life insurance underwriting arena for well over a decade. With the Corry Lidle tragedy shining a spot light on the potential risks involved with private aviation, the life insurance industry has cast a concerned eye on evaluating the latest data to better understand and quantify their exposure. Typically a private pilot will be an individual of substantial net-worth and most likely covered by life and disability insurance worth millions of dollars.

The insurance industry continues to express concerns about making decisions on extremely high value policies by measuring risk for situations and technologies with which they have no first hand knowledge or practical experience. Among the areas that Mr. Rowe covered during his presentation and at follow up meetings at the underwriter's annual meeting was aviation basics, levels of licensing, technological advancements, and statistics that categorized and quantified crash scenarios. Mr. Rowe also met privately with many insurance companies to help them better understand the technology and risks they need to consider in relation to their company's specific underwriting guidelines.

Highlights from crash statistics included (*source- 2005 AOPA ASF Nall Report*):

- There has been a 25% decrease in total and fatal accidents over the ten year period.
- 75% of accidents can be attributed to pilot error as compared to less than 8% attributed to mechanical problems.
- Although landing is the leading category of accidents it is one of the least likely to cause fatalities (probably due to the slower speed of approach and airport vicinity).
- Pilots using aircraft for training and recreation are 7 times more likely to have an accident than those using aircraft for business (an important distinction for insurance underwriters).
- Weather related accidents have the highest percentage chance of ending in fatalities (and are one of the most avoidable with proper planning).
- An interesting dichotomy is that the two highest rates of accidents based on pilot experience measured in hours flown is for those with the least hours (500 or less) and those with the most hours (4,000 or more). Inexperience for the former and possibly overconfidence for the latter seem to be determining factors.

Mr. Rowe, owner of a Cirrus SR-22 single-prop aircraft equipped with MFD/PFD and safety parachute, highlighted some of the recent advancements in aviation technology such as real-time satellite weather data-link and WAAS GPS, traffic collision avoidance systems, engine monitoring displays, terrain and ground proximity awareness systems, anti-icing technology, airbag seatbelts, and even a safety parachute that can be deployed in mid-air to save a crippled

aircraft from crashing. Mr. Rowe pointed out the Cory Lidle's plane had many of these available technologies and the true reason for the accident as well as the failure to deploy the parachute might never be known for sure. He also pointed out that Lidle would fit into the class of pilot experience measured in hours as 500 or less which statistically have the highest accident rate.

"Quite possibly," Mr. Rowe was quoted as saying, "the headlines about many of the accidents we have been seeing with TAA (technologically advanced airplanes) might be the indirect fault of all these technological advances. The irony, in my opinion, is that some pilots may be suffering from a false measure of extra confidence that his or her equipment is a constant blanket of protection, and possibly a license to take much more substantial risks than might otherwise not have been taken. This false 'license-to-take-chances' might be the reason so many Cirrus's, known to have a built in parachute for the entire plane and loaded with advanced features, have had accidents in-spite of their features."

As recently as this week, it was noted that there have been three crashes of Cirrus aircraft in less than a month that resulted in eight fatalities—the Lidle aircraft among this count. The manufacturer of Cirrus aircraft urged all those operating their planes to exercise prudence when making flight plans and to not challenge the elements, or their own skill levels, with a false sense of security or increased capabilities due to all of the advanced technological and safety features.

"From a mortality and morbidity perspective", opined Mr. Rowe, "life insurers and re-insurers need to be able to determine whether these increased safety features, that should reduce accidents, instead may possibly contribute to them as more pilots attempt to fly in conditions that might otherwise have prohibited a pilot from taking off, and as such actually increase the risk of an accident-- and ultimately mortality triggering a payment of policy."

Mr. Rowe concluded by saying, "As a private pilot and an insurance industry veteran, I am pleased to have the opportunity to provide important insight into quantifiable risk statistics and advancements in avionics and safety technology. Insurance underwriters are very detail oriented and constantly on the look out for accurate information to use as a basis to inform their risk evaluation process. With private aviation so intensely scrutinized in the headlines for the last couple of weeks the timing could not have been better for this open dialogue about the current state of General Aviation and Technologically Advanced Airplanes."

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