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Short Investigation Bulletin

DATE: 9th February, 2021
REPORT # AO-20-000265
AIRCRAFT REGISTRATION: N345GS
INVESTIGATION STATUS: Completed

Summary

Occurrence Bulletins are concise reports that detail the facts surrounding an aviation occurrence, as received in the initial notification and any follow-up enquiries. They provide an opportunity to share safety messages in the absence of a full investigation.

Released as required, the Bulletin provides a summary of the less-complex factual investigation reports conducted by the AAIA. The results, based on information supplied by organizations or individuals involved in the occurrence, detail the facts behind the event, as well as any safety actions undertaken. When applicable, the Bulletin also highlights important Safety Messages for the broader aviation community, drawing on earlier AAIA investigations and research.

General Details

Date and Time of Occurrence:	3 rd June, 2020; 1:25 PM		
Location	Lynden Pindling International Airport, Nassau, N.P., Bahamas		
Persons on Board	Crew	2	Passengers 0
Injuries:	Crew	0	Passengers 0
Commanders License:	Airline Transport Pilot		
Occurrence category:	Incident		
Occurrence type:	System Component Failure – Non-power plant		
Investigation status:	Final Report Complete		

Aircraft Details

Aircraft Type and Registration:	Convair CV-340; N345GS
Year of Manufacture & Serial #:	1955; 291
Number and Type of Engine(s)	Two; Pratt & Whitney
Type of operation:	Commercial
Information Source:	Field Investigation
Nature of Damage:	None

Occurrence Summary

On the 3rd June, 2020 at approximately 4:15 PM, a Convair (CV-340) aircraft, United States registration N345GS, operated by Conquest Air Inc., was involved in an occurrence shortly after taking off from the Lynden Pindling International Airport (MYNN), Nassau, Bahamas.

The commercial flight, with a total of two persons (2 flight crew) departed MYNN, with destination Miami Opa Locka Executive Airport (KOPF), Opa Locka, Florida, USA. The pilot reported that shortly after takeoff, they were forced to return to the airfield when the aircraft's landing gears would not retract. The aircraft returned to MYNN where it landed without further incident.

There were no safety recommendations issued as a result of this investigation.



File photo taken from jetphotos.com

This Occurrence Bulletin contains facts which have been determined up to the time of issue. It is published to inform the aviation industry and the public of the general circumstances of accidents and serious incidents and should be regarded as tentative and subject to alteration or correction if additional evidence becomes available.

All AAIA investigations are conducted in accordance with Annex 13 to the Convention on International Civil Aviation, and The Aircraft Accident Investigation Authority Act and Regulations. The sole objective of the investigation of an accident or incident under these Regulations is the prevention of future accidents and incidents. It is not the purpose of such an investigation to apportion blame or liability. Accordingly, it is inappropriate that AAIA reports should be used to assign fault or blame or determine liability, since neither the investigation nor the reporting process has been undertaken for that purpose.