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AVIATION OCCURRENCE BULLETIN

DATE: 28 JUNE, 2019
REPORT # AO-19-000001
AIRCRAFT REGISTRATION: N378MQ
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 AAID. 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 AAID investigations and research.

GENERAL DETAILS

Date and Time of Occurrence:	6 th January 2019, 11:45pm		
Location	Runway 14 Lynden Pindling Int'l Airport		
Persons on Board	Crew	2	Passengers 0
Injuries:	Crew	None	Passengers 0
Commanders License:	Airline Transport Pilot		
Occurrence category:	SCF-NP System/component failure or malfunction (non-powerplant)		
Occurrence type:	Incident		
Investigation status:	Final Report Complete		

AIRCRAFT DETAILS

Aircraft details	
Aircraft Type and Registration:	SD360/200, N378MQ
Year of Manufacture & Serial #:	1986, SH3700
Number and Type of Engine(s)	2, AMA/EXPR
Type of operation:	General Aviation
Information Source:	AAID Field Investigation
Nature of Damage:	Unknown

Occurrence Summary:

On January 6, 2019 while on the takeoff run and just prior to liftoff, the takeoff was aborted. The aircraft, N378MQ was departing runway 14 at Lynden Pindling Int'l Airport with destination Miami Int'l Airport, Miami Florida, USA.

The captain stated that after completion of the before takeoff checklist and after application of takeoff power, at the rotation speed when liftoff was commanded, the first officer, who was the pilot flying at the time, pulled back on the control yoke, but the aircraft would not lift-off. The takeoff was subsequently aborted and the aircraft returned to the ramp area.

Post takeoff checks revealed the elevator was not working. No injuries to the 2 crew were reported. No damage to the aircraft was reported as a result of the abort procedure.

Required notification to ICAO respective states (registry, operator, manufacture and design) were carried out. Due to the nature of the occurrence a limited scope investigation was conducted.

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 AAID investigations are conducted in accordance with Annex 13 to the ICAO Convention on International Civil Aviation, and The Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 2017. 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 AAID 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.
