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AVIATION OCCURRENCE BULLETIN

DATE: 20TH AUGUST, 2019
REPORT # AO-19-000045
AIRCRAFT REGISTRATION: N66GF
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:	19 th July, 2019, 9:10 AM		
Location	Leonard Thompson International Airport (MYAM), Bahamas		
Persons on Board	Crew	1	Passengers 3
Injuries:	Crew	none	Passengers none
Commanders License:	Private Pilot		
Occurrence category:	Runway Excursion		
Occurrence type:	Incident		
Investigation status:	Final Report Complete		

AIRCRAFT DETAILS

Aircraft details	
Aircraft Type and Registration:	Piper PA-23-250, N66GF
Year of Manufacture & Serial #:	1973, 27-7305121
Number and Type of Engine(s)	Two, CONT MOTOR IO 520 SERIES
Type of operation:	Private
Information Source:	AAID Field Investigation
Nature of Damage:	Damage to both propellers, nose cone, and undercarriage

Occurrence Summary:

On the 19th July, 2019 at approximately 9:10 AM LCL, Piper Aztec N66GF was involved in a runway excursion at the Leonard Thompson International airport (MYAM), Abaco, Bahamas. The aircraft departed from Stuart, Florida (KSUA) with four (4) souls on board.

Prior to landing runway 09 at MYAM, the pilot made verification of all gears down and locked with indication of green lights. Upon initial contact with the runway, the nose gear collapsed and subsequently exited to the right of the runway.

The aircraft received damages to both propellers, nose cone, and undercarriage. There were no injuries reported in relation to this accident.

A limited scope investigation was conducted, no safety message or recommendations were issued.



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.
