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## AVIATION OCCURRENCE BULLETIN

**DATE: 28 JUNE, 2019**  
**REPORT # AO-18-000016**  
**AIRCRAFT REGISTRATION: N8355H**  
**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

<b>Date and Time of Occurrence:</b>	July 31, 2018, 4:02pm Local		
<b>Location</b>	Lynden Pindling Int'l Airport Runway 09		
<b>Persons on Board</b>	Crew	1	Passengers 1
<b>Injuries:</b>	Crew	None	Passengers None
<b>Commanders License:</b>	Private Pilot		
<b>Occurrence category:</b>	Runway Excursion due to gear not extending		
<b>Occurrence type:</b>	Serious Incident		
<b>Investigation status:</b>	Final Report Complete		

### AIRCRAFT DETAILS

Aircraft details	
<b>Aircraft Type and Registration:</b>	Piper PA32R-301, N8355H
<b>Year of Manufacture &amp; Serial #:</b>	1981, 32R-8113052
<b>Number and Type of Engine(s)</b>	1Lycoming IO-540-SER
<b>Type of operation:</b>	Private, General Aviation
<b>Information Source:</b>	AAID Field Investigation
<b>Nature of Damage:</b>	Extensive

### Occurrence Summary:

On 26 July, 2018 at approximately 4:00pm local, a Piper PA32 aircraft registration N8355H was involved in a runway excursion upon landing at the Lynden Pindling Int'l Airport. Two souls on board did not receive any injuries as a result of the excursion.

The pilot stated that his battery was dying and so he advised ATC ahead of time of the battery issue. The battery eventually died resulting in the gears not being able to extend despite emergency and normal procedures to extend them. The pilot decided to land the aircraft without the gears which resulted in the aircraft runway excursion.

Weather at the field at the time of the incident was visual meteorological conditions. A limited scope investigation was conducted. No safety recommendations or safety report was issued in light of this occurrence.



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*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.*

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