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Short Investigation Bulletin

DATE: 4th January 2021
REPORT # AO-000268
AIRCRAFT REGISTRATION: C6-FLI
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:	12 th June 2020; 5:03 PM		
Location	Lynden Pindling International Airport, Nassau, Bahamas		
Persons on Board	Crew	2	Passengers 5
Injuries:	Crew	0	Passengers 0
Commanders License:	Airline Transport Pilot		
Occurrence category:	Serious Incident		
Occurrence type:	System Component Failure – Non-power plant		
Investigation status:	Final Report Complete		

Aircraft Details

Aircraft Type and Registration:	Beechcraft BE-C99; C6-FLI
Year of Manufacture & Serial #:	1980; U-165
Number and Type of Engine(s)	Two; Pratt & Whitney PT6
Type of operation:	Commercial
Information Source:	Field Investigation
Nature of Damage:	Nose landing gear, left and right propellers, underside of aircraft nose

Occurrence Summary

On the 12th June 2020 at approximately 5:03 PM, a Beechcraft (BE-99) aircraft, Bahamas registration C6-FLI, operated by Bahamas AOC holder Flamingo Air Ltd, was involved in an occurrence upon landing at Lynden Pindling International Airport (MYNN), Nassau, Bahamas.

The commercial flight, with a total of seven persons (2 flight crew, 5 passengers) departed MYNN at 3:47pm local, with destination Staniel Cay Airport (MYES), Exuma, Bahamas. The pilot reported that upon approach into Staniel Cay and after selecting the landing gear to the “DOWN” position, the nose gear indicator light appeared dim and the light on the gear handle flickered red.

After identifying the nose gear indication as unsafe, the pilot stated that he initiated emergency procedures and subsequently aborted the approach. Contact was made with company dispatch where the decision was made to return to Nassau.

Upon return to Nassau, Nassau ATC was advised of the potential for an emergency landing. Preparations were made and emergency services were notified. The pilot advised that once approved for landing by ATC, he placed the landing gear to the “DOWN” position where once again, the indications previously encountered, reappeared. Emergency procedures including emergency gear extension pump utilization were carried out. According to the pilot, the pump felt “stiff” when attempts were made to manually extend the gear. The aircraft landed eventually, however, during landing rollout, the nose gear collapsed.

The weather at the time of the occurrence was visual meteorological conditions. No injuries were reported. The aircraft sustained damages to the nose landing gear, underside of the nose compartment, and both propellers.

Prior to removal of the aircraft from the runway surface, an inspection of the nose landing gear was conducted. It was noted that the nose gear actuator was unable to fully extend to allow the insertion of a mechanical down lock (fix metal bracket) to be installed, to allow for safe removal. The inability to safely lock the gear would indicate possible internal failure of the landing gear actuator.

The nose gear actuator was sent to APPH Wichita Inc. in Wichita, Kansas United States of America for overhaul. The report received from APPH Wichita Inc. presented evidence to support the initial inspection findings that the nose gear actuator had failed internally.

Review of maintenance records confirmed that the aircraft was maintained in accordance with the Bahamas Civil Aviation Regulations (BCAR). The aircraft was last inspected on February 14, 2020 at which time maintenance was conducted as per the Flamingo Air Approved AAIP Maintenance Program 50 hours routine and 2nd 100 hours detailed inspection.



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.