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Short Investigation Bulletin

DATE: 25th January 2021
REPORT # AO-20-000270
AIRCRAFT REGISTRATION: C6-MIC
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:	24 th June 2020; 6:46 AM		
Location	North Eleuthera, Bahamas		
Persons on Board	Crew	2	Passengers 8
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:	Embraer 110; C6-MIC
Year of Manufacture & Serial #:	1982; 110-407
Number and Type of Engine(s)	Two; Pratt & Whitney PT6A-34
Type of operation:	Commercial
Information Source:	Field Investigation
Nature of Damage:	Left main wheel

Occurrence Summary

On the 24th June 2020 at approximately 6:45 AM, an Embraer 110 aircraft, Bahamas registration C6-MIC, operated by Bahamas AOC holder Pineapple Air Limited, was involved in an occurrence upon landing at North Eleuthera (MYEH), Bahamas.

The commercial flight, with a total of ten persons (2 flight crew, 8 passengers) departed Lynden Pindling International Airport Nassau (MYNN), with destination North Eleuthera (MYEH) Airport. The pilot reported that “landing at North Eleuthera, left main wheel came off on contact with the ground.” The pilot further stated that the aircraft however, “was able to turn off runway safely.” No injuries were reported.

The aircraft sustained minor damages to the left main axle assembly and brake disc. The main wheel assembly, bearings, nut, lock pin could not be located after the landing. It is possible these parts/components could have been detached and lost somewhere on the runway environment after touch down.

Post incident evaluation by company personnel was not able to determine whether the locking pin used to secure the main wheel onto the left landing gear axle was installed. Additionally, there were no signature marks, found on the axle to point to a bearing failure, a fatigued washer or a faulty nut.

Investigations uncovered that Pineapple Air Limited completed all required installations, inspections and operational check in accordance with the aircraft maintenance manual as per chapter 32.

The weather at the time of the occurrence was visual meteorological conditions.



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

Aircraft Accident Investigation Authority

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.