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Short Investigation Bulletin

DATE: 1st March 2023
REPORT # OCC-2023/0005
AIRCRAFT REGISTRATION: N5982Y
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:	February 8, 2023; 12:50 PM Local	
Location	Lynden Pindling Int'l Airport (MYNN), Nassau, Bahamas	
Persons on Board	Crew 1	Passengers 1
Injuries:	Crew 0	Passengers 0
Commanders License:	Private Pilot	
Occurrence category:	Component Failure	
Occurrence type:	Serious Incident	
Investigation status:	Completed	

Aircraft Details

Aircraft Type and Registration:	Piper Aztec PA-23-250/ N5982Y
Year of Manufacture & Serial #:	1966 S/N 27-3155
Number and Type of Engine(s)	Twin Lycoming, TIO-540 Series
Type of operation:	Private
Information Source:	Notification
Nature of Damage:	Right wing, cabin door

Occurrence Summary

On the 8th February 2023, at approximately 12:50 pm EST (1750 UTC), a Piper Aztec PA 23-250 with United States registration N5982Y, was involved in an occurrence after takeoff from the Lynden Pindling International Airport (MYNN), Nassau, Bahamas. The aircraft was enroute to the Rock Sound International Airport (MYER), Eleuthera, Bahamas with two (2) persons on board.

It was reported by the pilot that shortly after departure from MYNN, and while at an altitude of approximately 2,000 feet AGL, he observed that a hinge on the main cabin door had broken loose. With the force of the oncoming air now exerting pressure on the unsecured cabin door, it eventually blew open, becoming detached from the fuselage.

Subsequently, the pilot contacted Air Traffic Control to advise of the situation and his intent to return to MYNN. The pilot was given clearance to land runway 28 at MYNN and successfully landed the aircraft without further incident.

The aircraft sustained damage to the right wing and main cabin door area. There were no injuries reported.

During the AAIA's investigation into this occurrence, no evidence was provided to demonstrate that preceding the event, the aircraft was maintained in accordance with applicable State of Registry (United States of America) regulations and requirements, specifically Title 14 US Code of Federal Aviation Regulations Part 91.409 *Inspections* (a) 1.

As a result, the AAIA communicated a safety concern to the United States Federal Aviation Administration (FAA) on 21st February 2023, who advised that as the State of Registry, it will enhance collaboration with the Bahamas via the Civil Aviation Authority of The Bahamas (CAA-B) to mitigate the future occurrence of such events.



Fig. 1 Photo of N5982Y at MYNN after occurrence

Aircraft Accident Investigation Authority

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.