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Short Investigation Bulletin

DATE: 9th April 2021
REPORT # AO-21-000005
AIRCRAFT REGISTRATION: N75392
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:	20th February 2021; 1:00 PM		
Location	Cat Cay, Bimini, Bahamas		
Persons on Board	Crew	1	Passengers 2
Injuries:	Crew	1	Passengers 2
Commanders License:	Airline Transport Pilot		
Occurrence category:	Accident		
Occurrence type:	System Component Failure – Power-plant		
Investigation status:	Completed		

Aircraft Details

Aircraft Type and Registration:	Piper PA-28-140, N75392
Year of Manufacture & Serial #:	1976; 28-7625217
Number and Type of Engine(s)	One; Lycoming 0320-E3D
Type of operation:	Private
Information Source:	Field
Nature of Damage:	Left and right wing detached, stabilator, underside of fuselage

Occurrence Summary

On the 20th February 2021, at approximately 1:00 pm local EST, a Piper PA28 aircraft with United States Registration N75392 was involved in an occurrence shortly after departing the Cat Cay Airport (MYCC), Bimini, Bahamas.

The private flight with a total of three (3) persons (1 crew, 2 passengers) departed MYCC at approximately 12:45 pm EST with destination Grand Bahama International Airport (MYGF), Freeport, Bahamas.

According to the pilot, the engine started to lose power while climbing through an altitude of 400 ft. Mean Sea Level (MSL). Moments later, there was a complete loss of power. The pilot further advised, “upon noticing the loss of power, troubleshooting was done in an attempt to rectify the situation.” Troubleshooting included attempted engine restart and protocols as per the aircraft manufacturers’ emergency procedures.

The pilot’s attempts to restart the engine were unsuccessful and subsequently he decided to, “position the aircraft to shallower water in which the aircraft could be ditched.” The aircraft was subsequently ditched in shallow waters on the northwestern side of the island at a distance of approximately 0.63 miles from the Cat Cay Airport.



Fig. 1 Aircraft accident site and Cat Cay Airport (MYCC), Bimini, Bahamas



The (3) three occupants sustained injuries as a result of the ditching. They were evaluated by a local physician after exiting the aircraft and were subsequently airlifted to Freeport, Grand Bahama, Bahamas for further medical attention.

Noted damages to the aircraft were confined to the propeller, the left and right wings (detached), the stabilator and the underside of the fuselage.

The weather at the time of accident was visual meteorological conditions (VMC) and not a factor in this occurrence.

A limited scope investigation was conducted, no safety 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 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.