



Tel: 1 (242) 377-0142, Fax: (242) 377-0272
24 hour: 1 (242) 376-1617, (242) 376-8334
Domestic Terminal
Unit A1.120
Lynden Pindling International Airport
P. O. Box CB11702
Nassau, N. P., Bahamas
Email: baaid@bahamas.gov.bs
Website: <https://www.baaid.org>

Short Investigation Bulletin

DATE: 3rd June 2024
REPORT # OCC-2024/0026
AIRCRAFT REGISTRATION: N208P
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:	13 th May 2024; 8:45 AM Local (1245 UTC)		
Location	West End Airport (MYGW), West End, Grand, Bahama, Bahamas		
Persons on Board	Crew	1	Passengers 1
Injuries:	Crew	0	Passengers 0
Commanders License:	Private Pilot		
Occurrence category:	Serious Incident		
Occurrence type:	Fuel Related		
Investigation status:	Completed		

Aircraft Details

Aircraft Type and Registration:	Beechcraft Baron 58; N208P
Year of Manufacture & Serial #:	1991; TH-1626
Number and Type of Engine(s)	Twin Continental IO-550
Type of operation:	Private
Information Source:	Occurrence Report Notification
Nature of Damage:	None

Meteorological Information

Condition of Light:	Day	Conditions at Accident Site:	VMC
Observation Facility:	MYGF	Observation Time:	1200 UTC
Distance from Accident Site:	17 NM	Temperature/Dew Point:	24°C/19°C
Lowest cloud condition:	FEW020	Wind Direction/Speed:	090/08 KTS
Lowest Ceiling:	SCT250	Visibility:	>6 statute miles
Altimeter Setting:	29.98 in. Hg	Type of Flight Plan:	Instrument

Occurrence Summary

On 13th May 2024 at approximately 8:45 am local (1245 UTC), a Beechcraft Baron 58 with United States registration N208P was involved in an occurrence (Fuel Related) while enroute to the Treasure Cay Airport (MYAT), Treasure Cay, Abaco, Bahamas with two (2) persons on board.

The private flight originally departed from the Zephyrhills Municipal Airport (KZPH), Zephyrhills, FL, USA on an Instrument Flight Rules (IFR) flight plan at approximately 7:08 am local (1108 UTC) enroute to the Sebring Regional Airport (KSEF), Sebring, FL, USA. It then departed KSEF at 7:51 am enroute to Treasure Cay, Abaco, Bahamas.

The pilot in command reported that the flight was uneventful up and until approximately 30 minutes into the flight when he observed the right engine begin to surge and this continued for several minutes before completely shutting off. The pilot upon checking the fuel gauge indicator within the cockpit observed low fuel indication.

Subsequently, the pilot contacted Miami Center (Air Traffic Control) to advise of an emergency situation and requested nearest airport to divert. Miami Center advised that the West End Airport (MYGW), Grand Bahama, Bahamas was the nearest aerodrome at a distance of 35 miles from present position, and the pilot altered course to MYGW as required.

The pilot in command reported that he subsequently complied with the manufacturers' specifications and procedures for single engine operation and was able to successfully land the aircraft on runway 12 at MYGW without further incident. There were no injuries reported and no damage to the aircraft.

Post-accident investigations revealed that the pilot in command of the aircraft had misattributed an earlier purchase of fuel on a previous flight as the current status of fuel for the accident flight when in fact the aircraft would have only had approximately 30 gallons of fuel.

Additionally, the pilot indicated that a thorough pre-flight of the aircraft was not conducted. These lapses ultimately led to the operation of the aircraft with an inadequate amount of fuel for the route of flight intended.

Aircraft Accident Investigation Authority

The weather at the time of the occurrence was visual meteorological conditions and not a factor. There were no safety recommendations issued as adequate regulatory provisions are in place to prevent such occurrences as provided by *Title 14 US Code of Federal Regulations Part 91.103(a) Pre-Flight Action*:

Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include—

(a) For a flight under IFR or a flight not in the vicinity of an airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which the pilot in command has been advised by ATC

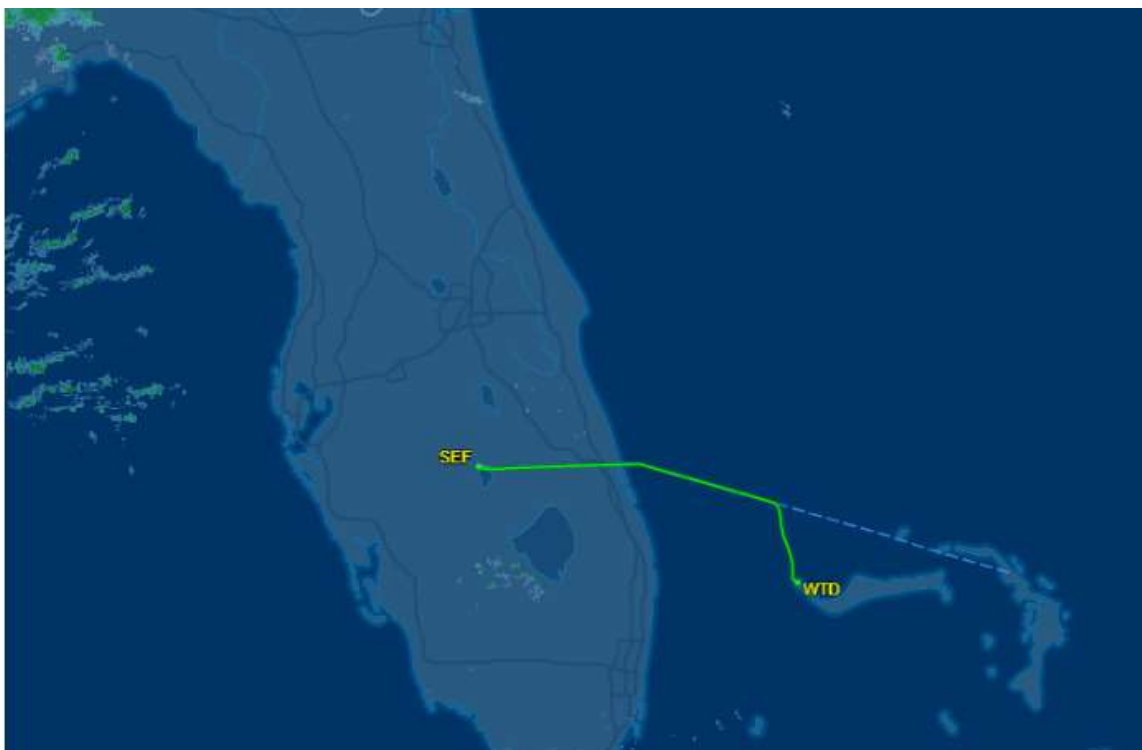


Fig. N208P Route of flight and diversion to MYGW (Flightaware)

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.