

## Short Investigation Bulletin

**DATE:** 8<sup>th</sup> September 2023  
**REPORT #** OCC-2023/0031  
**AIRCRAFT REGISTRATION:** C6-FLR  
**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

<b>Date and Time of Occurrence:</b>	24 <sup>th</sup> August 2023; 4:30 pm local (2030 UTC)		
<b>Location</b>	Black Point Airport (MYEB), Black Point, Exuma, Bahamas		
<b>Persons on Board</b>	<b>Crew</b>	2	<b>Passengers</b> 9
<b>Injuries:</b>	<b>Crew</b>	0	<b>Passengers</b> 0
<b>Commanders License:</b>	Commercial Pilot		
<b>Occurrence category:</b>	Accident		
<b>Occurrence type:</b>	Other		
<b>Investigation status:</b>	Completed		

### Aircraft Details

<b>Aircraft Type and Registration:</b>	Beechcraft 99; C6-FLR
<b>Aircraft Serial #:</b>	U-149
<b>Number and Type of Engine(s)</b>	Two (2) Pratt & Whitney PT6
<b>Type of operation:</b>	Commercial
<b>Information Source:</b>	Occurrence Report Notification
<b>Nature of Damage:</b>	Cargo pod, undercarriage, propellers

## Occurrence Summary

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On the 24<sup>th</sup> August 2023 at approximately 4:30 pm local time (2030 UTC), a Beechcraft 99 operated by AOC holder Flamingo Air Ltd. with Bahamas registration C6-FLR, was involved in an occurrence while landing at the Black Point Airport (MYEB), Black Point, Exuma, Bahamas.

The flight originated from the Lynden Pindling International Airport (MYNN), Nassau, Bahamas and stopped prior at the Staniel Cay Airport (MYES), Staniel Cay, Exuma, Bahamas before the accident flight at Black Point.

There was a total of 11 persons on board (9 passengers; 2 pilots) and the flight was conducted under Visual Flight Rules (VFR).

According to the flight crew, the flight was uneventful up and until the point of landing. Prior to the landing, the flight crew did not follow the prescribed pre-landing checklist as per the manufacturer's specifications. Subsequently, they proceeded to land the aircraft without the benefit of its landing gear which led to the underside of the aircraft fuselage coming into contact with the runway surface thus resulting in damages to the cargo pod, propellers and undercarriage.

There were no reported injuries in relation to this occurrence. The weather at the time of the accident was Visual Meteorological Conditions (VMC) and not a factor.

In the immediate aftermath of the occurrence, the Civil Aviation Authority Bahamas (CAA-B) commenced a process for re-evaluation of the competency of both pilots. There were no safety recommendations issued in relation to this occurrence.



*Fig. 1: Post accident photo of Beech 99 C6-FLR at Black Point Airport (MYEB)*

## Aircraft Accident Investigation Authority

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*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.*