

Short Investigation Bulletin

DATE: 6th March 2024
REPORT # OCC- 2024/0009
AIRCRAFT REGISTRATION: C6-PIN
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:	7 th February 2024; 2:40 PM local (1940 UTC)		
Location	Lynden Pindling International Airport (MYNN), Nassau, Bahamas		
Persons on Board	Crew	1	Passengers 5
Injuries:	Crew	0	Passengers 0
Commanders License:	Commercial Pilot		
Occurrence category:	System Component Failure (Non-Power plant)		
Occurrence type:	Accident		
Investigation status:	Completed		

Aircraft Details

Aircraft Type and Registration:	Piper PA-23-250, C6-PIN
Year of Manufacture & Serial #:	S/N 27-7954107
Number and Type of Engine(s)	Twin Lycoming IO-540
Type of operation:	Commercial
Information Source:	Occurrence Notification
Nature of Damage:	Both propellers, underside of fuselage

Meteorological Information

Condition of Light:	Day	Conditions at Accident Site:	VMC
Observation Facility:	MYNN	Observation Time:	1900 UTC
Distance from Accident Site:	N/A	Temperature/Dew Point:	24°C/14°C
Lowest cloud condition:	SCT035	Wind Direction/Speed:	010/15KT
Lowest Ceiling:		Visibility:	>6 statute miles
Altimeter Setting:	29.99 in. Hg	Type of Flight Plan:	Visual Flight Rules

Occurrence Summary

On the 7th February 2024, at approximately 2:40 PM local time (1940 UTC), a Piper PA-23-250 aircraft with Bahamas registration C6-PIN, was involved in an occurrence while landing at the Lynden Pindling International Airport (MYNN), Nassau, Bahamas with six (6) persons on board (1 pilot and 5 passengers).

The aircraft previously departed from the Governor’s Harbour Airport (MYEM), Governor’s Harbour, Eleuthera, Bahamas, and according to the pilot, the flight was uneventful up and until the approach for landing into MYNN.

In preparation for approach for landing at MYNN, after selecting the landing gear handle to the down position, the pilot reported that he did not observe a safe gear indication (as would be indicated by the illumination of three (3) green lights).

Subsequently, the pilot then resorted to conduct a go around and made Nassau air traffic control aware of the situation, and proceeded to orbit near the aerodrome where he conducted checks in accordance with the manufacturer’s procedures. The pilot conducted checks for approximately 20 minutes, also utilizing the emergency landing gear handle, however, there was still no safe landing gear indication observed.

The pilot then contacted Nassau air traffic control and requested to do a flyby pass of the control tower so that the controllers can indicate whether it appeared as if the landing gear was down. After the flyby, the tower controller advised the pilot that it appeared that only the left main landing gear was extended. Subsequently, the pilot requested an emergency landing and was cleared to land on runway 10 at MYNN.

The pilot executed an emergency landing without the benefit of the aircraft nose and right main landing gears. Post accident documentation of the accident site indicated that the aircraft’s first point of contact with the runway was at a distance of approximately 1,618 feet from the threshold of runway 10, as indicated by left propeller prop strike marking on runway. The aircraft received damage to both propellers and the underside of the fuselage.

The next prominent runway signature marking observed on runway 10 was at a distance of approximately 1,728 feet from the end of the threshold of runway 10, as indicated by right propeller prop strike marking. These markings were consistent with accounts given by passengers on board the aircraft who indicated that the pilot had landed the aircraft with the left main landing gear touching first and travelling some distance before the right side of the aircraft made contact with the runway surface.

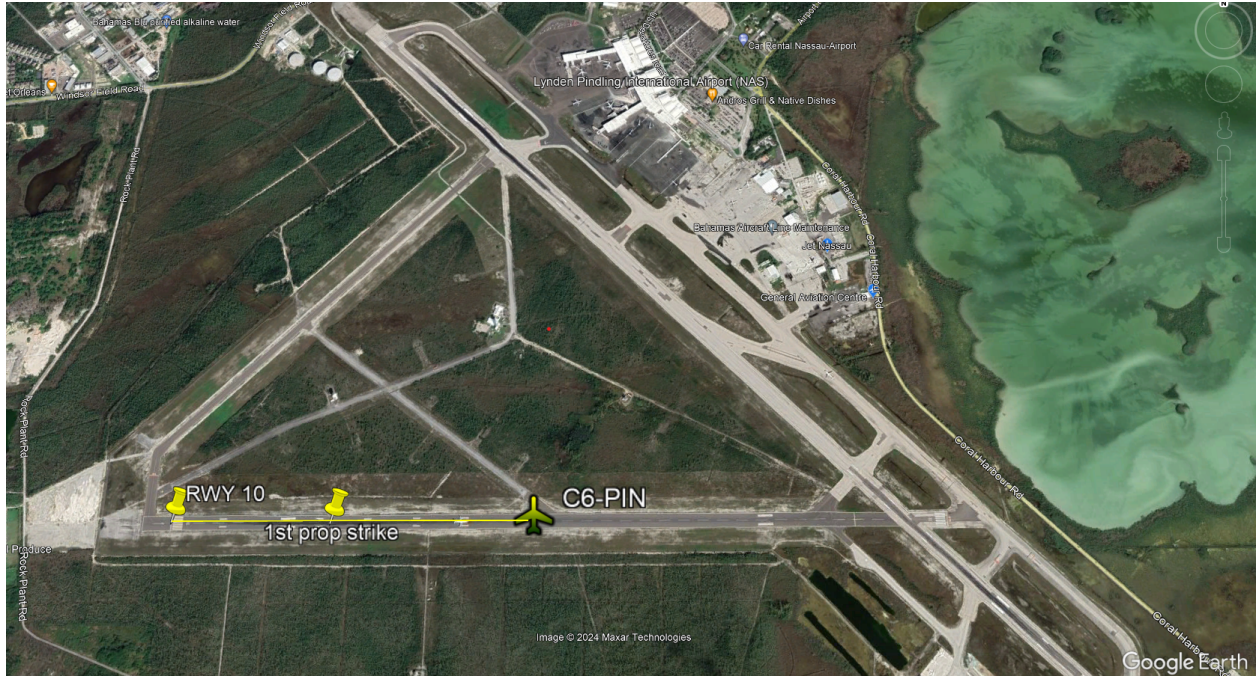


Fig.1: Imagery of runway 10 at MYNN showing C6-PIN first point of contact and point of rest



Fig.2: Photo of aircraft on runway 10 at MYNN after emergency landing

There were no injuries reported in relation to this occurrence. The weather at the time of the occurrence was visual meteorological conditions and not a factor.

Analysis

Post accident investigation and analysis revealed that a substantial amount of hydraulic fluid used for landing gear operation was lost. Further investigations revealed that there was a failure of the landing gear control unit (hydraulic power pack), which ultimately was the root cause of the occurrence.

A review of the aircraft maintenance records and logs indicated that the aircraft was appropriately maintained in accordance with the manufacturer's specifications and the regulations prescribed by the Civil Aviation Authority Bahamas (CAA-B).

A limited scope investigation was conducted; no safety message or 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 AIA 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 AIA 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.