



Tel: (242) 397-5509, 5513, 5514, 5520  
 24 hr. Mobile: (242) 376-1617, (242) 376-8334  
 Fax: (242) 327-2192  
 2<sup>nd</sup> Floor, Manx Corporate Center  
 #45 West Bay Street  
 P. O. Box CB-11702  
 Nassau, N. P., Bahamas  
 Website: www.aaiaid.org  
 Email: baaid@bahamas.gov.bs

## AVIATION OCCURRENCE BULLETIN

**DATE:** 14<sup>TH</sup> JAN 2021  
**REPORT #** AO-21-000002  
**AIRCRAFT REGISTRATION:** C6-TJJ  
**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>	14th Jan, 2021, 1:05 PM		
<b>Location</b>	Lynden Pindling International Airport (MYNN), Nassau, Bahamas		
<b>Persons on Board</b>	Crew	1	Passengers 3
<b>Injuries:</b>	Crew	None	Passengers None
<b>Commanders License:</b>	Airline Transport Pilot		
<b>Occurrence category:</b>	Incident		
<b>Occurrence type:</b>	Runway Excursion		
<b>Investigation status:</b>	Final Report Complete		

### AIRCRAFT DETAILS

Aircraft details	
<b>Aircraft Type and Registration:</b>	PA 23-250, C6-TJJ
<b>Year of Manufacture &amp; Serial #:</b>	S/N 27-7554084
<b>Number and Type of Engine(s)</b>	Two, Lycoming IO-540, Reciprocating
<b>Type of operation:</b>	Commercial
<b>Information Source:</b>	AAIA Field Investigation
<b>Nature of Damage:</b>	Left wing tip, left flap and aileron ,left gear and wheel undercarriage, Nose undercarriage

## Occurrence Summary:

On the 14<sup>th</sup> January 2021, at approximately 1:05 PM local time, a Piper Aztec PA 23-250 aircraft, Bahamas registration C6-TJJ, was involved in an occurrence which resulted in a runway excursion shortly after landing on runway 10 at the Lynden Pindling International Airport (MYNN), Nassau, Bahamas.

The pilot reported that while approaching Deadman's Cay, Long Island, Bahamas, the landing gear selector was positioned to the **DOWN** position. The pilot further stated the he observed indications of only one of the three gears in the safe and locked (green indication) position.

The pilot stated that after he observed the unsafe condition, he tried to recycle the landing gear (gear up and then down again). That attempt failed to extend the landing gears. After the failure of the normal system operation, he resorted to use the emergency landing gear extension procedures. The attempt to extend the gears using the emergency extension procedures were also unsuccessful. After no successful gear extension, the pilot decided to return to Nassau where he advised Air Traffic Services of his emergency condition and the possibility of having to land without the use of his landing gears.

Emergency Services were alerted of the incoming aircraft and the possible no-gear landing. The aircraft touched down approximately 2,700 feet from the threshold markings of Runway 10. As the right main gear was the only gear down and locked, the aircraft veered off to the left side of Runway 10 after touch down and rollout, coming to rest approximately 1,200 feet from the touch down point on the runway. The aircraft came to rest approximately 300 feet from the left side of the runway on a heading of approximately 162 degrees. There were 4 souls on board (1 crew 3passengers) at the time, no injuries were reported.

The loss of hydraulic fluid was evident during the onsite investigation. The aircraft sustained damages to the nose undercarriage, left wing, gear doors and wheel well.

Further investigation conducted by the maintenance organization confirmed a broken hydraulic line. It could not be definitively determined what caused the hydraulic line to break. The broken line resulted in the loss of hydraulic fluid which prevented the extension of the left and nose landing gears when selected by the pilot.

The weather at the time of the accident was visual meteorological conditions and not a factor in this accident. 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 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.*