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Short Investigation Bulletin

DATE: July 19th, 2021
REPORT # AO21-008
AIRCRAFT REGISTRATION: N639MS
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:	April 10 th 2021		
Location	Lyden Pindling International Airport (MYNN), Nassau, Bahamas		
Persons on Board	Crew	1	Passengers 1
Injuries:	Crew	0	Passengers 0
Commanders License:	Airline Transport Pilot		
Occurrence category:	Taxiway Excursion		
Occurrence type:	Incident		
Investigation status:	Completed		

Aircraft Details

Aircraft Type and Registration:	SeaMax, N639MS
Year of Manufacture & Serial #:	2020, S/N161
Number and Type of Engine(s)	Single Engine, Reciprocating (ROTAX 912ULS)
Type of operation:	Private
Information Source:	FAA Registry
Nature of Damage:	None

Occurrence Summary

On April 10th 2021, a SeaMax aircraft with United States registration N639MS was involved in an occurrence (taxiway excursion) at the Lynden Pindling International Airport (MYNN), Nassau, Bahamas. There were two (2) souls on board.

It was reported by the pilot that while taxiing at MYNN, the right brake line failed, resulting in a taxiway excursion after loss of directional control. There was light cosmetic damage to the aircraft, and a taxiway edge light and a taxiway sign were reported damaged. No injuries were reported.

A limited scope investigation was conducted, no safety message(s) or recommendation(s) 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.