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## Short Investigation Bulletin

**DATE:** 22<sup>nd</sup> February 2024  
**REPORT #** OCC- 2023/0035  
**AIRCRAFT REGISTRATION:** N2162X  
**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>	23rd October 2023; 8:15 am local (1215 UTC)		
<b>Location</b>	Sandy Point Airport (MYAS), Sandy Point, Abaco, Bahamas		
<b>Persons on Board</b>	<b>Crew</b>	1	<b>Passengers</b> 0
<b>Injuries:</b>	<b>Crew</b>	0	<b>Passengers</b> 0
<b>Commanders License:</b>	Commercial Pilot		
<b>Occurrence category:</b>	Fire/Smoke Non-Impact		
<b>Occurrence type:</b>	Accident		
<b>Investigation status:</b>	Completed		

### Aircraft Details

<b>Aircraft Type and Registration:</b>	Piper PA 32-300 , N2162X
<b>Year of Manufacture &amp; Serial #:</b>	S/N 32-7940089
<b>Number and Type of Engine(s)</b>	Single Lycoming IO 540 SER
<b>Type of operation:</b>	Private
<b>Information Source:</b>	Pilot
<b>Nature of Damage:</b>	Fuselage destroyed; empennage, wings substantial fire damage

## Meteorological Information

<b>Condition of Light:</b>	Day	<b>Conditions at Accident Site:</b>	VMC
<b>Observation Facility:</b>	MYNN	<b>Observation Time:</b>	1200 UTC
<b>Distance from Accident Site:</b>	58 NM	<b>Temperature/Dew Point:</b>	22°C/20°C
<b>Lowest cloud condition:</b>	FEW035	<b>Wind Direction/Speed:</b>	VRB02KT
<b>Lowest Ceiling:</b>	SCT200	<b>Visibility:</b>	> 6SM
<b>Altimeter Setting:</b>	30.02 in. Hg	<b>Type of Flight Plan:</b>	Visual Flight Rules

## Occurrence Summary

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On the 23<sup>rd</sup> October 2023 at approximately 8:15 am local (1215 UTC), a Piper PA-32-300 aircraft with United States registration N2162X, was involved in an occurrence while preparing to depart from the Sandy Point Airport (MYAS), Sandy Point, Abaco, Bahamas.

The flight previously departed from the Grand Bahama International Airport (MYGF), Grand Bahama, Bahamas on a Visual Flight Rules (VFR) flight plan at approximately 7:25 am with three (3) persons on board, and according to the pilot in command of the aircraft, the flight was uneventful.

After successfully landing at MYAS, with the passengers having deplaned, the pilot then commenced procedures for his return flight to MYGF. The pilot advised that it was during this time that while attempting to start the aircraft engine, he observed smoke coming from the front of the aircraft. A short while after, he further observed flames emanating from the engine.

The pilot exited the aircraft and attempted to suppress and extinguish the flames with a fire extinguisher on wheels located at the airport, but he was unsuccessful and the aircraft received extensive damages, with the fuselage destroyed by fire and fire damage to both wings. The empennage (vertical and horizontal stabilizer) and both wings, although fire damaged, were the only parts of the aircraft that were not totally destroyed. There were no injuries reported in relation to this occurrence.

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.



*Fig. Photo of N2162X in aftermath of fire*

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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.*