
INTERIM STATEMENT

Safety Investigation for N827RD

1. This Interim Statement¹ has been prepared under Chapter 6, paragraph 6 of ICAO² Annex 13 to provide information on the progress of the investigation into the accident involving a Piper Navajo PA-31-350 with United States registration N827RD that occurred on 16th April 2021 at approximately 9:42 PM EDT (0142 UTC) near the South Bimini International Airport (MYBS), Bimini, Bahamas. The private flight departed MYBS on an instrument rules (IFR) flight plan at 9:40 PM EDT with two (2) souls on board enroute to Opa Locka Airport (KOPF), Opa Locka, Florida, USA, when shortly after takeoff, the aircraft crashed into waters approximately 0.24 nautical miles from the end of runway 10. The pilot received serious injuries and the passenger was fatally injured.
2. As a Contracting State of ICAO and in accordance with Chapter 5, paragraph 5.1 of Annex 13 to the Convention on International Civil Aviation on Aircraft Accident and Incident Investigation, the Bahamas, as the State of Occurrence, is responsible for investigating the circumstances of accidents.
3. The sole objective of the investigation of an accident or incident shall be the prevention of future accidents or incidents. It is not the purpose of this activity to apportion blame or liability, as stated in paragraph 3.1 of Annex 13.
4. This Interim Statement is issued on progress of investigation up to 16th April 2022 and is based on the factual information gathered in accordance with Annex 13. Details of the factual information is available on the AAIA's website www.baaid.org.
5. The Investigation Team has since gathered factual information on N827RD which includes, among others, the following:
 - The aircraft was airborne momentarily and may have reached an altitude between 50 to 100 feet. Due to the darkness at the time of departure, security camera coverage from the airport terminal building captured the lights of the aircraft and it could be seen from its takeoff roll on the surface, to the point where it got airborne, started to climb and shortly thereafter, where it disappeared from camera view in the waters beyond the runway environment.
 - The aircraft, from the point of the take-off roll, travelled approximately 1.18 nautical miles and came to rest in waters approximately 4 feet (at low tide) at coordinates N25°

¹ If the report cannot be made publicly available within twelve months, the State conducting the investigation shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised.

² ICAO - International Civil Aviation Organisation, a specialised agency of the United Nations charged with coordinating and regulating international air travel. The Convention establishes rules of airspace, aircraft registration and safety, and details the rights of the signatories in relation to air travel.

42.4' and W079° 15.9' and .24 nautical miles from the end of runway 10 (beginning of runway 28).

- Both engines separated from the aircraft on impact and were found to the left of the aircraft final resting place.
 - The left engine was located in waters approximately 54 feet left from its installed location on the aircraft.
 - The right engine was located in waters approximately 53 feet from its installed location on the aircraft, both engines were found 18.5 feet apart.
 - The left wing and engine of the aircraft appeared to have made impact with the seas first, as they received the brunt of the impact forces (and damages consistent were noted), resulting in the aircraft continuing its motion to the right and away from the engines.
 - The pilot held a valid Commercial Pilot Certificate with single and multi-engine land and instrument ratings.
 - The maintenance records indicated that the aircraft was equipped and maintained in accordance with existing US CFR regulations and manufacturer's approved maintenance procedures.
6. The accident aircraft was recovered from the waters and transported to the United States where investigators conducted analysis with the assistance of the airframe (Piper) and engine (Lycoming) manufacturers. The AAIA is presently awaiting completion of these analysis reports to aid in determining cause and contributory factors.
7. The AAIA emphasizes that the factual information that has been gathered to date is preliminary in nature and new information that may become available may alter this information before the publication of the Final Report. This information is made available at this time solely to inform the aviation industry and the public of the general circumstances of this accident.

Issued by the Aircraft Accident Investigation Authority of the Bahamas

26th April 2022