



Short Investigation Bulletin

DATE: January 16th, 2023
REPORT # OCC-2022/0036
AIRCRAFT REGISTRATION: N4372L
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:	December 4 th , 2022, 10:30 am EST (1530 UTC)			
Location	Staniel Cay Airport (MYES), Exuma, Bahamas			
Persons on Board	Crew	1	Passengers	1
Injuries:	Crew	0	Passengers	0
Commanders License:	Airline Transport Pilot			
Occurrence category:	System Component Failure or malfunction (non-powerplant)			
Occurrence type:	Accident			
Investigation status:	Completed			

Aircraft Details

Aircraft Type and Registration:	Piper PA-46-310P, N4372L
Year of Manufacture & Serial #:	S/N 8408087
Number and Type of Engine(s)	Single Jet Prop. PT6A-21
Type of operation:	Private
Information Source:	Pilot
Nature of Damage:	Propeller, and nose landing gear actuator

Occurrence Summary

On December 4th, 2022, at approximately 10:30 am EST (1530 UTC), a Piper PA-46-310, with United States registration N4372L, was involved in an accident while landing at the Staniel Cay Airport (MYES), Exuma, Bahamas. There were two (2) persons on board. The accident flight departed from the Stella Maris Airport (MYLS), Long Island, Bahamas and according to the pilot in command, was uneventful up and until the point of landing.

It was reported by the pilot in command, that during approach into MYES, the gear handle was selected to the down position, and a gear safe indication was observed. The pilot then proceeded to land and stated that during the final approach sequence, while over the runway threshold, a cross wind was encountered. The aircraft then landed and rolled approximately 200 feet before the nose gear partially collapsed.

The aircraft received significant damages to its propeller.

Post-accident, a preliminary assessment was conducted and revealed that the nose gear actuator rod and rod end were both observed to be bent. Further analysis identified that this failure contributed to the prevention of the nose gear staying fully extended.

The weather at the time of the occurrence was Visual Meteorological Conditions, and not a factor. The AAIA conducted a limited scope investigation into this occurrence. No safety recommendations were issued, and there were no reported injuries.



Fig. 1 Photo taken of N4372L at MYES

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.