



Short Investigation Bulletin

DATE: 16th December, 2021
REPORT # OCC-2021-0035
AIRCRAFT REGISTRATION: N6670Y
INVESTIGATION STATUS: Complete

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:	25 th November 2021; 8:00 AM EST (1300 UTC)		
Location	Sandy Point Airport, Abaco, Bahamas (MYAS)		
Persons on Board	Crew 1	Passengers	2
Injuries:	Crew 0	Passengers	0
Commanders License:	Airline Transport Pilot		
Occurrence category:	Loss of Control Ground, Runway Excursion		
Occurrence type:	Accident		
Investigation status:	Complete		

Aircraft Details

Aircraft Type and Registration:	PA 23-250, N6670Y
Year of Manufacture & Serial #:	1969, 27-3987
Number and Type of Engine(s)	2; Lycoming
Type of operation:	Private
Information Source:	Field Investigation
Nature of Damage:	Underside of fuselage; both propellers

Occurrence Summary

On the 25th November, 2021 at approximately 8:00 AM EST (1300 UTC), a Piper Aztec PA 23-250 aircraft, with United States registration N6670Y, was involved in an occurrence (Loss of Control) while landing at the Sandy Point Airport (MYAS) Abaco, Bahamas. There were three (3) souls onboard the aircraft at the time of the accident.

The pilot reported that prior to landing, he observed a safe gear indication on the instrument panel, which subsequently led him to proceed with the approach. However, he advised that upon landing, there was a loss of control of the aircraft that ultimately led to a runway excursion taking place. The aircraft came to rest on the right side of runway 10.

The AAIA investigation team coordinated with the aircraft maintenance service provider, and during recovery of the aircraft, the manual operation (extension) of the aircraft landing gear system in accordance with the manufacturer's maintenance manuals was carried out. There were no abnormalities found at that time that prevented the landing gear from extending as required when selected to the 'down' position.

A limited scope investigation was conducted. No injuries were reported. The aircraft received damages to both propellers and underside of the fuselage. No safety recommendations or safety messages were issued in relation to this occurrence.



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.