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## Short Investigation Bulletin

**DATE:** 31<sup>st</sup> January 2024  
**REPORT #** OCC- 2024/0003  
**AIRCRAFT REGISTRATION:** N6911Y  
**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>	12 <sup>th</sup> January 2024, 4:30 pm local (2130 UTC)		
<b>Location</b>	San Andros Airport, (MYAN), Andros, Bahamas		
<b>Persons on Board</b>	<b>Crew</b>	1	<b>Passengers</b> 2
<b>Injuries:</b>	<b>Crew</b>	0	<b>Passengers</b> 0
<b>Commanders License:</b>	Private Pilot		
<b>Occurrence category:</b>	Runway Excursion		
<b>Occurrence type:</b>	Serious Incident		
<b>Investigation status:</b>	Completed		

### Aircraft Details

<b>Aircraft Type and Registration:</b>	Piper Aztec PA23-250, N6911Y
<b>Year of Manufacture &amp; Serial #:</b>	1969 S/N 27-4266
<b>Number and Type of Engine(s)</b>	Twin Lycoming TIO-540 Series
<b>Type of operation:</b>	Private
<b>Information Source:</b>	Occurrence Report Notification
<b>Nature of Damage:</b>	Left wing tip tank, and Right wing outboard leading edge

## Meteorological Information

<b>Condition of Light:</b>	Day	<b>Conditions at Accident Site:</b>	VMC
<b>Observation Facility:</b>	MYNN	<b>Observation Time:</b>	2100 UTC
<b>Distance from Accident Site:</b>	33nm	<b>Temperature/Dew Point:</b>	26°C/22°C
<b>Lowest cloud condition:</b>	FEW020	<b>Wind Direction/Speed:</b>	170/08KT
<b>Lowest Ceiling:</b>	SCT200	<b>Visibility:</b>	>6 statute miles
<b>Altimeter Setting:</b>	29.94 in. Hg	<b>Type of Flight Plan:</b>	Visual Flight Rules

## Occurrence Summary

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On the 12<sup>th</sup> January 2024, at approximately 4:30 PM local time (2130 UTC), a Piper Aztec PA 23-250, with United States registration N6911Y was involved in an occurrence that resulted in a runway excursion at the San Andros Airport, (MYAN), Andros, Bahamas. The private flight departed from the Grand Bahama International Airport (MYGF), Freeport, Bahamas with 3 souls on board.

It was reported by the pilot in command that immediately upon landing at MYAN, the right main tire blew out. Subsequently, as a result, the plane veered off to the right of the runway's paved surface, skidding and making contact with a runway light before coming to rest in nearby bushes. Post-accident documentation of the aftermath revealed damages to the leading edges of the left and right wing tip area of the aircraft.

No injuries were received by the occupants of the aircraft. The weather at the time of the accident was visual meteorological conditions and not a factor in this occurrence. A limited scope investigation was conducted, no safety message or recommendations were issued.

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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.*