



Short Investigation Bulletin

DATE: 8th March 2022
REPORT # OCC-2022/0005
AIRCRAFT REGISTRATION: N1215H
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:	31 st January 2022; 10:13 AM EST (1513 UTC)		
Location	8.76 NM west of Lynden Pindling Int'l Airport (MYNN), Bahamas		
Persons on Board	Crew	1	Passengers 0
Injuries:	Crew	1 minor	Passengers 0
Commanders License:	Commercial Pilot		
Occurrence category:	System Component Failure – Powerplant		
Occurrence type:	Accident		
Investigation status:	Completed		

Aircraft Details

Aircraft Type and Registration:	Piper PA-32-300; N1215H
Year of Manufacture & Serial #:	32-7740032
Number and Type of Engine(s)	1; Lycoming
Type of operation:	Private
Information Source:	Notification
Nature of Damage:	Unknown

Occurrence Summary

On 31st January 2022, at approximately 10:20 AM EST (1520 UTC), the Aircraft Accident Investigation Authority (AAIA) received notification from the Bahamas Air Navigation Services Authority (BANSAs) air traffic control, of a downed Piper Cherokee PA-32-300 aircraft with United States registration N1215H.

The aircraft departed Lynden Pindling International Airport (MYNN), Nassau, New Providence, Bahamas shortly after 10:00 AM enroute to the Fort Lauderdale Executive Airport (KFXE), FL, USA with one (1) person on board.

The pilot of the aircraft reported that after departing MYNN and climbing through an altitude of 2,500 ft. AGL, he observed the aircraft’s engine starting to “sputter”. Subsequently, he checked the fuel selector and confirmed that it was appropriately selected to the main tank, and also checked the engine gauges. However, he did not observe any indication of a malfunction. At this point, he increased fuel mixture, but he observed no improvement. Contact was then made with Nassau air traffic control to advise of the emergency situation and intent to return to MYNN.

An attempt was made to return to the field, however, the plane crashed into waters approximately 8.76 NM west of MYNN. The Royal Bahamas Defense Force (RBDF) in conjunction with the Royal Bahamas Police Force (RBPF) responded with marine assets to conduct search and rescue and were able to locate the pilot and transport him to New Providence to receive medical attention. The pilot received minor injuries and the aircraft was lost to the ocean.

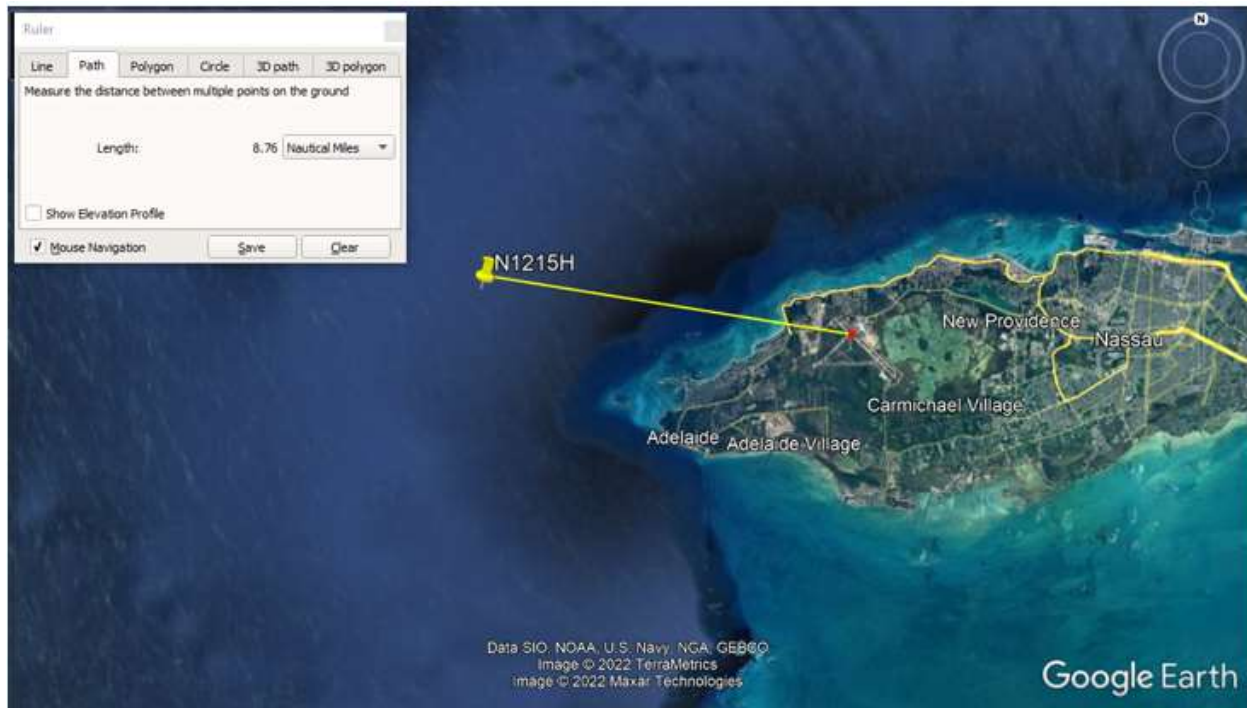


Figure 1: Distance of downed aircraft from Lynden Pindling International Airport, Nassau, Bahamas

Analysis

Due to non-recovery of the aircraft's airframe or engine, a comprehensive physical analysis was unable to be conducted. Subsequently, a thorough analysis of the airframe, engine, and propeller maintenance logs was undertaken to determine level of compliance with applicable regulations and manufacturer specifications.

Upon analysis of the documentation, it was determined that the aircraft was kept and maintained in an airworthy condition in accordance with applicable regulations and manufacturer specifications.

The weather at the time of the accident was visual meteorological conditions (VMC) and deemed not a factor in this occurrence.

A limited scope investigation was conducted, no safety recommendations or 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.