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Short Investigation Bulletin

DATE: December 17, 2020
REPORT # 20-000274
AIRCRAFT REGISTRATION: C6-TOY
INVESTIGATION STATUS: Closed

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:	26 th August, 2020, 7:31 AM		
Location	26°36'41.1" N, 77°20'25.3"W		
Persons on Board	Crew	1	Passengers 4
Injuries:	Crew	0	Passengers 0
Commanders License:	Private Pilot		
Occurrence category:	Accident		
Occurrence type:	System/component Failure – Power plant failure or Malfunction		
Investigation status:	Closed		

Aircraft Details

Aircraft Type and Registration:	Piper Cherokee 32-300, C6-TOY
Year of Manufacture & Serial #:	1967, 32-40403
Number and Type of Engine(s)	1, Piston
Type of operation:	Private
Information Source:	Field
Nature of Damage:	Wing and propeller damage

Occurrence Summary

On the 26th August, 2020 at approximately 7:31 AM EST, a Piper Cherokee 6 aircraft with Bahamian registration C6-TOY experienced an engine failure shortly after departing the Treasure Cay Airport (MYAT), Abaco, Bahamas while enroute to the Lynden Pindling International Airport (MYNN), Nassau, Bahamas.

The private flight departed MYAT with five (5) souls on board, and the pilot advised that shortly after take-off there was a loss in engine power. The pilot decided to ditch the aircraft in a nearby swamp.

There were no reports of injuries to persons; however, the aircraft suffered damage to wings and propellers.

The pilot in command of the aircraft held a valid Private Pilot license issued by the Bahamas Civil Aviation Authority dated 26th April 2018 and a 2nd Class medical certificate issued 1st August 2020. At the time of the accident, the aircraft operated without valid certificates of registration and airworthiness, as both expired 31st March 2017.

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



Aircraft Accident Investigation Authority

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.