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Short Investigation Bulletin

DATE: 2nd September, 2022
REPORT # Occ-2022-0024
AIRCRAFT REGISTRATION: HI-919
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:	August 10 th 2022/2:30PM EST (1830 UTC)		
Location	Mayaguana Airport (MYMM), Mayaguana, Bahamas		
Persons on Board	Crew	1	Passengers 1
Injuries:	Crew	0	Passengers 0
Commanders License:	Private		
Occurrence category:	Incident		
Occurrence type:	System Component Failure Non Powerplant (SCF-NP)		
Investigation status:	Completed		

Aircraft Details

Aircraft Type and Registration:	Piper PA-34-200T, HI-919
Year of Manufacture & Serial #:	S/N 34-7770230
Number and Type of Engine(s)	Two Engines/ Continental (TSIO/LTIO-360EB) Reciprocating
Type of operation:	Private
Information Source:	Pilot
Nature of Damage:	Both Propellers and undercarriage

Occurrence Summary

On the 10th August 2022, at approximately 2:30 PM local time (1830 UTC), a Piper PA-34-200T aircraft with Dominican Republic registration HI-919 was involved in an occurrence at the Mayaguana Airport (MYMM), Mayaguana, Bahamas. There were two (2) souls on board.

According to the pilot, after departing the Exuma International Airport (MYEF), Exuma, Bahamas, and during cruise flight, he observed a constant light vibration coming from the right side of the aircraft. Subsequently, as a result, the pilot made the decision to land at the nearest aerodrome, which at this point was MYMM.

Upon landing at MYMM, the aircraft rolled on the runway for approximately two hundred feet, after which, both main landing gears collapsed. The aircraft received damages to both propellers and the underside of the aircraft fuselage. There were no injuries reported.

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



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.