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Short Investigation Bulletin

DATE: November 16th, 2021
REPORT # OCC-2021/0032
AIRCRAFT REGISTRATION: C6-TTJ
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:	9 th November 2021; 3:02 PM EST (2002 UTC)			
Location	Nassau, Bahamas			
Persons on Board	Crew	1	Passengers	0
Injuries:	Crew	0	Passengers	0
Commanders License:	Commercial Pilot			
Occurrence category:	System Component Failure (Non-Powerplant)			
Occurrence type:	Incident			
Investigation status:	Closed			

Aircraft Details

Aircraft Type and Registration:	Piper Aztec PA27/C6-TTJ
Year of Manufacture & Serial #:	S/N 27-27554046
Number and Type of Engine(s)	Two/Reciprocating
Type of operation:	Commercial
Information Source:	AAIA
Nature of Damage:	Propeller strike (both engines)

Occurrence Summary

On November 9th 2021 at approximately 3:02 PM EST (2002 UTC), a Piper Aztec aircraft, with Bahamas registration C6-TTJ, operated by AOC certificate holder Blessings Aviation Ltd, was involved in an occurrence at the Lynden Pindling International Airport (MYNN) Nassau, Bahamas.

The flight departed the Exuma International Airport (MYEF), Exuma, Bahamas with six (6) souls on board. According to the pilot, after landing runway 10 at MYNN, the nose landing gear collapsed which subsequently left the aircraft temporarily disabled on the runway.

There were no injuries reported. The aircraft received damages to the underside of the nosecone and both propellers.

A limited scope investigation was conducted and later revealed mechanical failure of the nose landing gear locking mechanism.

No safety message(s) or recommendation(s) 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.

Aircraft Accident Investigation Authority

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.