



N91119 Preliminary Occurrence Report

Release Date 19th December 2024

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| Location | Occurrence Number |
| Near Grand Bahama Int'l Airport (MYGF), Freeport, Bahamas | OCC-2024/0049 |
| Occurrence Date & Time | Registration |
| 15 th November 2024 1:30 pm local (1830 UTC) | N91119 |
| Aircraft Make/Model | Serial Number |
| Piper PA-23-250 | 27-4121 |
| Flight Conducted Under | Occurrence Category |
| Visual Flight Rules | Fuel Related |

Information:

Narrative:

On the 15th of November 2024, at approximately 1:30 PM local time (1830 UTC), a Piper Aztec PA-23-250 aircraft with the United States registration N91119, was involved in an occurrence while on approach for landing at the Grand Bahama International Airport (MYGF), Freeport, Bahamas with six (6) persons on board (1 pilot and 5 passengers).

The pilot in command advised that after departing from the Cat Cay Airport (MYCC) enroute to MYGF, approximately twenty minutes into the flight, he observed a surge in the left engine. Subsequently, the pilot then turned on the left engine fuel boost pump and after which, noted the engines' fuel flow indication read normal and the engine stopped surging.

At a distance of approximately 5 nautical miles from MYGF, air traffic control issued clearance to enter right base for runway 06. During short final approach at a distance approximately 3 miles from MYGF, the pilot then advised air traffic control that the left engine had "cut out" (loss of power).

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The pilot stated that the fuel boost pumps were on, and the cross-feed was turned on to see if the issue was fuel related, and full forward on all controls. Upon reaching a speed of approximately 88 knots, the pilot advised that the left propeller was placed into feather.

The pilot indicated that the landing gear indicator and flaps were placed in the down position and the manual hydraulic hand pump was utilized for the extension of the landing gear and flaps.

There was then observed a loss of power to the right engine. Air traffic control at MYGF was then advised by the pilot that the aircraft was “going down”, and the pilot indicated that he continued to make preparation for an emergency landing. Air traffic control initiated emergency response protocols alerting the Royal Bahamas Police Force (RBPF) and Fire Fighting and Rescue Services.

The aircraft crashed into bushes approximately 0.98 miles west of MYGF runway 06.

Emergency services personnel responded in the immediate aftermath, and it was documented that there were varying degrees of injuries sustained with two (2) persons receiving minor injuries and four (4) persons receiving serious injuries.

The aircraft received substantial damage, including to the leading and trailing edges of both wings, both propellers, underside of the fuselage, landing gear and nose cone.



Fig.1: Photo of N1119 point of rest

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.



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Aircraft and Owner / Operator Information:

Aircraft Manufacturer

Piper

Registration

N91119

Model / Series

PA-23-250

Aircraft Category

Normal

Amateur Built

N/A

Air Carrier**Operating****Certificate**

N/A

Meteorological Information and Flight Plan:

Conditions at Accident site

Visual Meteorological
Conditions

Condition of Light

Day

Observation facility**Elevation**

MYGF

Observation Time

1800 UTC

Distance from Site

0.98 NM

Temp /Dewpoint

27°C/21°C

Lowest Cloud Condition

FEW035

Wind Speed / Gust**Direction**

310°/08KT

Lowest Ceiling**Visibility**

10 NM

Altimeter Setting

29.85 in. Hg

Type of flight Plan**Filed**

Visual Flight Rules



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Departure Point

Cat Cay Airport (MYCC),
Cat Cay, Bahamas

Destination

Grand Bahama Int'l
Airport (MYGF),
Freeport, Bahams

Wreckage and Impact Information:

Accident Investigators from the AAIA were dispatched to Grand Bahama on the 16th of November 2024 to document the accident site and gather evidence.

The post-accident documentation of the aircraft and accident site revealed the following:

- No liquid consistent with AVGAS fuel was observed in the left wing outboard or inboard tank, nor was there observed any presence of AVGAS fuel under or around the left wing
- Fuel supply lines on the left engine were loosened and no liquid consistent with AVGAS fuel was observed
- The left engine propeller had one blade bent slightly, half way between the length of the blade and at the tip slightly toward the face of the blade
- The left propeller was observed in low pitch angle
- The left gear was observed out of its wheel well in the aft position with the wheel directly under the flap
- A ruler was placed on the inside of the right wing inboard fuel tank, liquid consistent with AVGAS fuel was observed present up to the 1inch mark
- The right outboard fuel tank had no liquid consistent with that of AVGAS fuel present
- Fuel supply lines were loosened on the right engine and liquid consistent with that of AVGAS fuel was observed
- Liquid consistent with that of AVGAS fuel was observed leaking from the right wing just outboard of the right main gear door
- The right gear was observed outside of its wheel well in the aft position with the wheel directly under the flaps
- Cabin documentation showed both fuel selectors in the OFF position and the cross-feed in the valve ON position

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- Both mags OFF, for both engines
- Aircraft master OFF
- Both electric fuel pumps off
- Both engine throttle, mixture and propeller levers were found full forward



Fig.2: Photos of left wing inboard fuel tank

Crew Injuries

1 Serious

Passenger Injuries

2 Minor

3 Serious

Ground Injuries

0

Total Injuries

6

Aircraft Damage

Destroyed

Aircraft Fire

Not Applicable

Aircraft Explosion

Not Applicable

Latitude, Longitude



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Administrative Information:

Investigator in Charge

Saint-Tino Morley

Additional Information

Accredited Representative

Ralph Hicks (NTSB)

Publishing information

Aircraft Accident Investigation Authority
Lynden Pindling International Airport
Domestic Terminal
Unit A1.120
P. O. Box CB-11702
Nassau N. P., Bahamas
Tel: 1 (242) 376-1617 or (242) 376-8334
Fax: (242) 377-0272
Email: baaid@bahamas.gov.bs
Website: <http://www.baaid.org>

About the AAIA

The Aircraft Accident Investigation Authority (AAIA) is the independent accident investigation agency under the Bahamas' Ministry of Energy & Transport (MOE&T) charged with the responsibility of investigating all aviation accidents and serious incidents in the Bahamas.

The AAIA does not investigate for the purpose of apportioning blame or to provide a means for determining liability.

The AAIA performs its functions in accordance with the provisions of the Aircraft Accident Investigation Authority Act 2019 and Regulations 2021, International Civil Aviation Organization (ICAO) Annex 13 and, where applicable, relevant international agreements.