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Short Investigation Bulletin

DATE: 22nd March, 2024
REPORT # OCC- 2024/0014
AIRCRAFT REGISTRATION: C6-WET
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:	26 th February 2024; 10:00 AM local (1500 UTC)		
Location:	Waters near Staniel Cay, Exuma, Bahamas		
Persons on Board:	Crew	1	Passengers 0
Injuries:	Crew	0	Passengers 0
Commanders License:	Airline Transport Pilot		
Occurrence category:	System Component Failure (Non-Power plant)		
Occurrence type:	Accident		
Investigation status:	Completed		

Aircraft Details

Aircraft Type and Registration:	Maule M-7-260, C6-WET
Year of Manufacture & Serial #:	2007, 26020C
Number and Type of Engine(s)	1; Lycoming IO-540-V4A5
Type of operation:	Commercial
Information Source:	Occurrence Notification
Nature of Damage:	Right wing damage, float supports broken

Meteorological Information

Condition of Light:	Day	Conditions at Accident Site:	VMC
Observation Facility:	MYNN	Observation Time:	1500 UTC
Distance from Accident Site:	96 NM	Temperature/Dew Point:	24°C/12°C
Lowest cloud condition:	BKN045	Wind Direction/Speed:	100/08KT
Lowest Ceiling:		Visibility:	>6 statute miles
Altimeter Setting:	30.25 in. Hg	Type of Flight Plan:	Visual Flight Rules

Occurrence Summary

On the 26th February 2024, at approximately 10:00 AM local time (1500 UTC), a Maule M-7-260 aircraft with Bahamas registration C6-WET, was involved in an occurrence while attempting a water landing in waters near Staniel Cay, Exuma, Bahamas. The pilot was the sole occupant on board the aircraft at the time of the occurrence.

It was reported by the pilot that while attempting to land in waters near Staniel Cay, Exuma as the aircraft slowed below 30 knots, the right hand float support bracket/ flying wires suffered a structural failure, resulting in the fuselage twisting to the right and the right wing of the aircraft coming into direct contact with the water.

Post-accident review and analysis was conducted by AAIA investigators. It was observed that the aircraft lower right forward and aft drag wire (pull) assemblies were detached from their float connecting points. The rear lower wire pull was broken at its clevis pin connecting point. The forward lower wire pull remained fully intact (whole) and detached while its connecting bolt was found broken inside the right float.



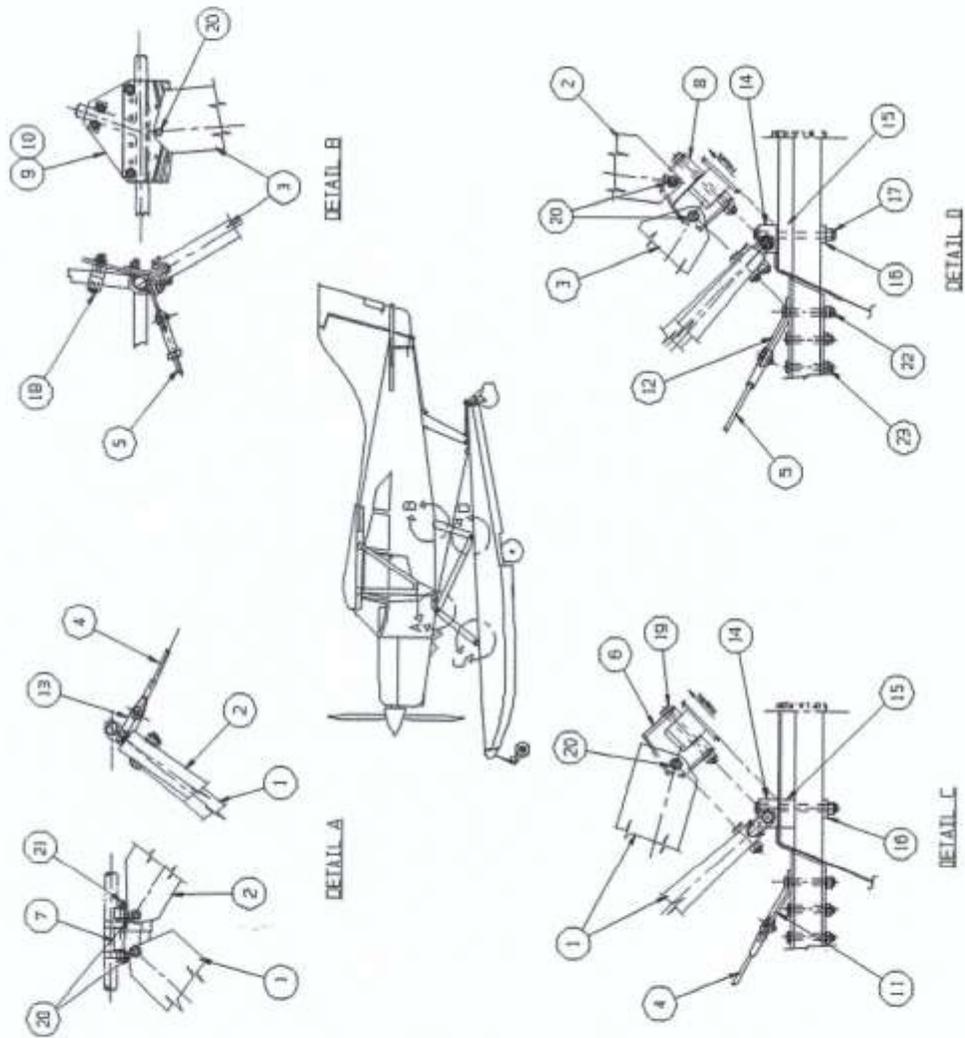
Fig.1: Forward Lower Wing Pull



Fig.2: Aft Lower Wing Pull

PARTS MANUAL
2350 FLOATS ON MAULE MX-7-180B, MX-7-180C, MXT-7-180, MX-7-235, & MX-7-420

STRUTS, WIRES, & SPREADER BARS



Revision M

Page 90

P/N 1002169

Fig.3: Excerpt from Maule Parts Manual

Item

1. Front Strut
2. Center Strut
3. Rear Strut
4. Drag wire- Forward
5. Drag wire- Aft
11. Wire Pull- Lower FWD
12. Wire Pull- Lower AFT

As a result, the aircraft fuselage rolled and pivoted at its right forward, center and aft strut connecting points causing the wing strut supports to collide with the float upon landing. The visual damage was noted to the aircraft right wing struts, right aileron and right wing.

There were no injuries reported in relation to this accident. The weather at the time of the accident was visual meteorological conditions and not a factor in this occurrence.

A limited scope investigation was conducted; no safety message or recommendations were issued.



Fig.4: Photo of C6-WET in aftermath of occurrence

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.