



N13984 Preliminary Accident Report

Location	Accident number
Exuma International Airport (MYEF), George Town, Exuma, Bahamas	OCC-2023/0002
Date & Time	Registration
6 th January 2023 10:15 AM EST (1515 UTC)	N13984
Flight Conditions	Injuries
Visual Flight Rules	Nil

Narrative:

On the 6th January 2023 at approximately 10:27 am EST (1527 UTC), the Aircraft Accident Investigation Authority (AAIA) was notified of an occurrence that took place near the Exuma International Airport (MYEF), George Town, Exuma, Bahamas at approximately 10:15 am EST (1515 UTC) involving a Piper PA-23-250 aircraft with United States registration N13984. The flight had a planned destination of Hog Cay (MYEY), Exuma, Bahamas.

The private flight departed MYEF shortly after 10:00 am with three (3) persons on board. Prior to the accident flight, 46.1 gallons of 100LL fuel (Avgas) were added to the aircraft. The pilot in command of the aircraft advised that after takeoff from runway 12 and during climb out, at approximately 250 feet AGL, he observed a loss of power to the right engine. This was followed in quick succession by a loss of power to the left engine.

Subsequently, the pilot decided to identify a suitable area to land the aircraft, and upon observing an area of cleared land just to the right of the threshold of runway 30, he aligned the aircraft in that direction, at a heading of approximately 130°. As the aircraft descended, it came into contact with trees. The left wingtip of the aircraft was the first point of impact with the trees as the aircraft was in a banked attitude. As the aircraft continued its descent, it came into contact with the surface which altered the trajectory of the aircraft as it spun and came to rest at coordinates 23°33'16.70"N 75°51'48.80"W facing a heading due west at approximately 270°.

The pilot and passengers were able to exit the aircraft and made contact with emergency personnel via mobile phone. Royal Bahamas Police Force (RBPF) and Airport Authority personnel were dispatched to the scene, however, prior to their arrival, the occupants had already left to make their way out of the wooded area. There were no injuries reported in relation to the accident.

This preliminary information is subject to change. Any errors or omissions in this report will be corrected when the final report has been completed.

N13984 Preliminary Accident Report



Fig. 1 Photo of N13984 at accident site

Aircraft and Owner / Operator Information:

Aircraft Manufacturer

Piper

Registration

N13984

Model / Series

PA-23-250

Aircraft Category

Normal

Serial Number

27-4602

Registered Owner

Smith Aircraft
Holdings



N13984 Preliminary Accident Report

Meteorological Information and Flight Plan:

Conditions at Accident site

Visual Meteorological
Conditions

Condition of Light

Day

Observation Facility

Lynden Pindling Int'l
Airport (MYNN), Nassau,
Bahamas

Observation Time

10:00 am EST (1500
UTC)

Observation Facility**Elevation**

7 feet

**Distance from Accident
Site**

140 NM

Temp /Dewpoint

27°C/20°C

Lowest Cloud Condition

FEW025

Wind Direction / Speed

050/06 knots

Lowest Ceiling**Visibility**

> 6 SM

Altimeter Setting

30.20 in. HG

Type of flight Plan**Filed**

Visual Flight Rules

Departure Point

Exuma International Airport
(MYEF), George Town,
Exuma, Bahamas

Destination

Hog Cay (MYEY), Hog
Cay, Exuma, Bahamas

N13984 Preliminary Accident Report

Wreckage and Impact Information:

Crew Injuries Nil	Aircraft Damage Both wings, both propellers, aircraft nose, underside of fuselage
Passenger Injuries Nil	Aircraft Fire Nil
Ground Injuries Nil	Aircraft Explosion N/A
Total Injuries Nil	Latitude, Longitude 23°33'16.70"N 75°51'48.80"W



Fig. 2 Google Earth imagery of crash site

On the 7th January 2023, a team of investigators were dispatched to the accident site to conduct the on scene portion of the investigation. The aircraft point of rest was at coordinates 23°33'16.70"N 75°51'48.80"W at a distance of approximately 2,020 feet (0.38 NM) from the threshold of runway 30 at MYEF.

N13984 Preliminary Accident Report

The first point of impact with trees (left wing) was measured to be approximately 1,820 feet from the threshold of runway 30 and the aircraft travelled for an additional 200 feet before coming to rest. Along the flight path that the aircraft travelled (heading of approximately 130°) through trees and into the cleared area of land, a debris field was observed with various aircraft components.

The left wingtip of the aircraft was observed at a distance of approximately 194 feet from the aircraft. The next piece of debris was the aircraft nosecone at a distance of approximately 60 feet from the aircraft, and the right wingtip a distance of approximately 25 feet from the aircraft (measurements taken from aircraft forward bulkhead).

The left wing of the aircraft received substantial damage and was detached from the fuselage at the wing chord, resting in an inverted position with one of the propeller blades bent extremely aft and the aileron partially separated from the trailing edge. The right wing was heavily damaged with a crumpled leading edge, but remained attached to the fuselage with one of the propeller blades bent aft. The nose section of the aircraft was separated and crumpled, resting in front of the inverted left wing of the aircraft. Impact damages were also observed to the tail section of the aircraft.



Fig. 3 Drone photo of accident site (c/o Flytec)



N13984 Preliminary Accident Report

Administrative Information:

Investigator in Charge

Kendall Dorsett Jr.

Additional Information

Release Date

26th January 2023

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.