



Short Investigation Bulletin

DATE: 4th October, 2022
REPORT # OCC-2022/0019
AIRCRAFT REGISTRATION: C6-WEN
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:	6 th June 2022/4:00 PM (2000 UTC)		
Location	Lynden Pindling Int'l Airport (MYNN), Nassau, Bahamas		
Persons on Board	Crew	1	Passengers 2
Injuries:	Crew	0	Passengers 0
Commanders License:	Private		
Occurrence category:	Serious Incident		
Occurrence type:	System Component Failure Non Power-Plant (SCF-NP)		
Investigation status:	Completed		

Aircraft Details

Aircraft Type and Registration:	Piper PA-34-200T/ C6-WEN
Year of Manufacture & Serial #:	34-7770421
Number and Type of Engine(s)	Two Engines/Continental (TSIO/LTIO-360EB) Reciprocating
Type of operation:	Private
Information Source:	Pilot
Nature of Damage:	Nose, undercarriage and right propeller

Occurrence Summary

On the 6th June 2022, at approximately 4:00 PM local time (2000 UTC), a Piper PA-34 aircraft with Bahamas registration C6-WEN was involved in an occurrence while landing Runway 10 at the Lynden Pindling International Airport (MYNN), Nassau, Bahamas. There were three (3) souls on board.

The pilot reported that during approach for landing, after the gear handle was selected to the down position, he observed a safe gear indication (illuminated green light) for both main landing gears but not for the nose landing gear. The pilot then utilized the emergency procedures as prescribed in the Pilot Operating Handbook (POH).

Nassau Air Traffic Control was contacted by the pilot who then advised of an unsafe landing gear indication. ATC cleared the aircraft to land runway 10, and subsequently the pilot executed landing without the benefit of the aircraft's nose landing gear.

The aircraft received damages to right propeller and underside of aircraft nose. No injuries were received by the occupants of the aircraft. The weather at the time of the occurrence was Visual Meteorological Conditions and not a factor.

A limited scope investigation was conducted. 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.