



# Aviation Short Investigation Final Report

System Component Failure – Non-Powerplant  
(SCF-NP)

Beech B99, C6-OFM

**Black Point Airport (MYEB), Black Point, Exuma, Bahamas**  
**17<sup>th</sup> October 2022**

**AAIA Aviation Occurrence Investigation**  
**Report # OCC-2022/0031**

**Final Report**  
**17<sup>th</sup> July 2023**



*Fig.1 Photo of C6-OFM at Black Point Airport (MYEB), Exuma, Bahamas*

Released in accordance with Section 25 of the Aircraft Accident Investigation Authority Act (AAIA) 2019 and Section 1.445 of the AAIA Regulations 2021.

### **Publishing information**

Aircraft Accident Investigation Authority  
Lynden Pindling International Airport  
Unit A1.120, Domestic Terminal  
P. O. Box CB-11702  
Nassau N. P., Bahamas  
Tel. 1(242) 377-0142 (office)  
24hrs mobile 1 (242) 376-1617 or (242) 376-8334  
Fax: (242) 377-0272  
Email: [baaid@bahamas.gov.bs](mailto:baaid@bahamas.gov.bs)  
Website: <http://www.baaid.org>

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## About the AAIA

The Aircraft Accident Investigation Authority (AAIA) is the independent accident investigation agency under the Bahamas Ministry of Transport & Housing (MOT&H) charged with the responsibility of investigating all aviation accidents and serious incidents in the Bahamas.

The AAIA's function is to promote and improve safety and public confidence in the aviation industry through excellence in:

- Independent investigation of aviation accidents and other safety occurrences
- Safety data recording, analysis and research
- Fostering safety awareness, knowledge and action.

**The AAIA does not investigate for the purpose of apportioning blame or to provide a means for determining liability.** At the same time, an investigation report must include factual material of sufficient weight to support the analysis and findings. At all times the AAIA endeavors to balance the use of material that could imply adverse comment with the need to properly explain what happened, and why, in a fair and unbiased manner.

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.

The Aircraft Accident Investigation Authority is mandated by the Ministry of Transport & Housing to investigate aviation accidents and incidents, determine probable causes of accidents and incidents, issue safety recommendations, study transportation safety issues and evaluate the safety effectiveness of agencies and stakeholders involved in air transportation. The object of a safety investigation is to identify and reduce safety-related risk. AAIA investigations determine and communicate the safety factors related to the transport safety matter being investigated.

The AAIA makes public its findings and recommendations through accident reports, safety studies, special investigation reports, safety recommendations and safety alerts. When the AAIA issues a safety recommendation, the person, organization or agency is required to provide a written response without delay. The response shall indicate whether the person, organization or agency accepts the recommendation, any reasons for not accepting part or all of the recommendation(s), and details of any proposed safety action(s) resulting from the recommendation(s) issued.

## About this report

Decisions regarding whether to conduct an investigation, and the scope of an investigation, are based on many factors, including the level of safety benefit likely to be obtained from an investigation. For this occurrence, a limited-scope, fact-gathering investigation was conducted in order to produce a short summary report, and allow for greater industry awareness of potential safety issues and possible safety actions.



## AIRCRAFT ACCIDENT INVESTIGATION AUTHORITY

**Registered Owner:** Ocean Airways Company Limited

**Operator:** Flamingo Air Limited

**Manufacturer:** Beechcraft

**Aircraft Type:** B99

**Nationality:** Bahamas

**Registration:** C6-OFM

**Place of Accident:** Black Point Airport (MYEB), Black Point, Exuma, Bahamas

**Date and Time:** 17<sup>th</sup> October 2022, 4:30 pm EDT (2030 UTC)

**Notification:** Civil Aviation Authority Bahamas (CAA-B)  
National Transportation Safety Board (NTSB) United States  
International Civil Aviation Organization (ICAO)

**Investigating Authority:** Aircraft Accident Investigation Authority,  
Ministry of Transport & Housing

**Investigator in Charge:** Kendall Dorsett Jr.

**Releasing Authority:** Aircraft Accident Investigation Authority

**Date of Final  
Report Publication:** 17<sup>th</sup> July 2023

## Occurrence Summary

On the 17<sup>th</sup> October, 2022, the Aircraft Accident Investigation Authority (AAIA) was notified of an occurrence that took place at the Black Point Airport (MYEB), Black Point, Exuma, Bahamas at approximately 4:30 pm EDT (2030 UTC) involving Air Operator Certificate (AOC) holder Flamingo Air Ltd aircraft, a Beech 99 with Bahamas registration C6-OFM.

The commercial flight departed the Lynden Pindling International Airport (MYNN), Nassau, Bahamas with nine (9) passengers and two (2) crew members on board. According to the pilots, the flight was uneventful up and until the point of landing.

Investigations indicated that upon landing runway 11 at MYEB, there was a collapse of the left main landing gear which led to the aircraft veering off to the left side of the runway's centerline. It then travelled a distance of approximately 1,516 feet down the runway, at which point it exited the useable paved portion of the runway (left side), ultimately coming to rest in bushes after travelling an additional 265 feet.



The aircraft came to rest at coordinates 24° 05'21.20"N 76°23'48.10"W And was oriented in a northerly direction (approximately 355°) at a distance of approximately 50 feet from the runway's edge. There were damages observed to the left wing, left propeller, and

**Fig. 2 Google Earth Imagery of Crash site at MYEB**

aircraft undercarriage including the pod. There were no reported injuries in relation to the occurrence.

On the 18<sup>th</sup> October 2022, AAIA investigators were dispatched to the accident site to conduct the on scene portion of the investigation. Assessments produced evidence (tire signature markings) that suggested touchdown prior to the beginning of the usable paved portion of the runway. Taking into consideration this evidence along with evidence obtained from previous similar occurrences at MYEB, the AAIA issued the following safety recommendation (SR2022-002) to the Airport Authority on 20<sup>th</sup> October 2022:

***The Aircraft Accident Investigation Authority (AAIA) recommends that, without delay, the Airport Authority implements the placement of appropriate runway markings at Black Point Airport (MYEB), including threshold markings that will aid pilots in landing operations.***

## Aircraft Information

The Beechcraft 99 is a twin engine, unpressurised turboprop aircraft that seats up to 17 persons. It was designed in the 1960s as a replacement for the Beech 18 and derives from the earlier King Air and Queen Air; using the wings of the Queen Air, the engines and nacelles of the King Air, and sub-systems from both.

The 99 can seat a crew of two and up to 15 passengers. It is powered by two 550 hp Pratt & Whitney Canada PT6A-20 engines and first flew in July 1966. Type certification was granted on 2 May, 1968 and deliveries commenced later that year.

<b>Aircraft Manufacturer</b>	<b>Registration</b>
Beechcraft	C6-OFM
<b>Serial Number</b>	<b>Registered Owner</b>
U-58	Ocean Airways Company Limited
<b>Model / Series</b>	<b>Aircraft Category</b>
B99	Normal
<b>Engine Manufacturer</b>	<b>Engine Type</b>
Continental Motors	Reciprocating

Post-accident, upon inspection of the left main landing gear, it was discovered that there was a fracture in the left main landing gear drag brace support fitting.



*Fig. 3 Left main landing gear drag brace support fitting*

## Investigation Findings

### Pilot

The pilot in command of the aircraft was 55 years old at the time of the occurrence and possessed a Commercial Pilot certificate with airplane multi-engine land and instrument airplane ratings, issued by the Civil Aviation Authority of The Bahamas (CAA-B) 25<sup>th</sup> January 2021, with an expiration date of 31<sup>st</sup> January 2026.

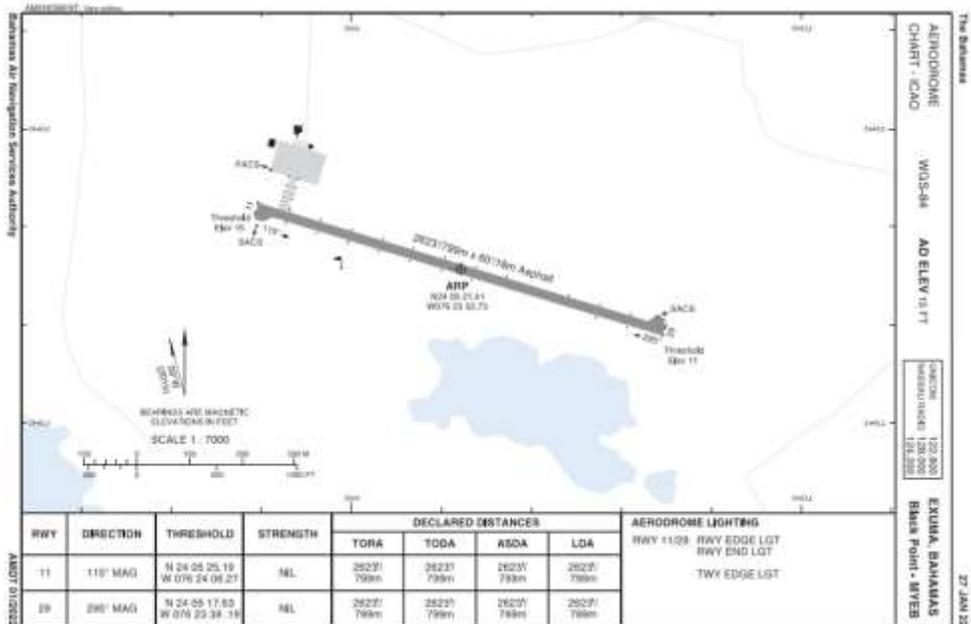
Prior to the accident, he had accumulated a total flight time of approximately 8,000 hours with approximately 1,800 hrs. on type (Beech 99). He possessed a first class medical certificate issued 18<sup>th</sup> July 2022 by the CAA-B with the limitation, “Have available glasses for near vision”.

The second in command of the aircraft was 26 years old at the time of the occurrence and possessed a Commercial Pilot certificate with airplane multi-engine land and instrument airplane ratings, issued by the Civil Aviation Authority of The Bahamas (CAA-B) on 1<sup>st</sup> August 2019, with an expiration date of 31<sup>st</sup> August 2024.

He accumulated a total flight time of approximately 800 hours with approximately 150 hours on type (Beech 99). He possessed a first class medical certificate issued on 28<sup>th</sup> April 2022 by the CAA-B with the limitation, “Must wear corrective lenses”.

### The Aerodrome

#### Black Point Airport (MYEB)<sup>1</sup>, Black Point, Exuma, Bahamas



<sup>1</sup> Information for MYEB taken from Bahamas Aeronautical Information Publication Fifth Edition Amendment 01/2022  
C6-OFM Final Report

The Black Point Airport (MYEB), situated in the settlement of Black Point, Exuma, Bahamas is served by one runway with designation 11/29 that is surfaced with asphalt and has dimensions of length 2,623 feet and width of 60 feet.

The airspace classification for the aerodrome is designated Class E airspace and the type of traffic permitted is Visual Flight Rules (VFR).



***Fig. 4 Runway 11 at MYEB***

Runway edge lights, runway end lights, and taxiway edge lights are installed at the aerodrome. The aerodrome is void of runway markings (runway threshold markings, runway designation markings, runway holding position markings, and runway centerline marking).



## Weather

### Meteorological Information:

<b>Conditions at Accident site</b>	<b>Condition of Light</b>
Visual Meteorological Conditions	Day
<b>Observation Facility Location</b>	<b>Observation Time</b>
Lynden Pindling Int'l Airport (MYNN) Nassau, Bahamas	2000 UTC; 4:00 PM
<b>Distance from Accident Site</b>	<b>Temp /Dewpoint</b>
82 nautical miles	30° C /22° C
<b>Lowest Cloud Condition</b>	<b>Wind</b>
SCT	
<b>Altimeter Setting</b>	<b>Visibility</b>
29.98 in. HG	>6 statute miles

## Analysis

In review of several occurrences that would have taken place at the Black Point Airport (MYEB), Black Point, Exuma, Bahamas during the three (3) years prior to this accident, there were similarities seen in a few of the events with regard to pilots touching down prior to the paved usable portion of the runway, as evidenced by the presence of tire signature markings prior to the paved runway surface.



*Fig.5 Threshold of Runway 11 at MYEB*

The fact that these occurrences involved more than one operator, and aircraft of varying types, highlights the possibility that the common factor, which is the aerodrome, may have presented some deficiencies that are contributory.

The Aeronautical Information Manual (effective date 11/3/22) Chapter 2, 2-3-1 (a) states, ***“Airport pavement markings and signs provide information that is useful to a pilot during takeoff, landing, and taxiing”***.

According to Bahamas CAR AGA<sup>2</sup> 1-Aerodromes, Section 1, 5.2.2.1, ***“A runway designation marking shall be provided at the thresholds of a paved runway”***. Additionally, Bahamas CAR AGA 1-Aerodromes, Section 1, 5.2.4.1 states, ***“A threshold marking shall be provided at the threshold of a paved instrument runway, and of a paved non- instrument runway where the code number is 3 or 4 and the runway is intended for use by international commercial air transport”***.

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<sup>2</sup> Bahamas Civil Aviation Regulations Aerodromes and Ground Aids

As the MYEB aerodrome was void of any runway markings up to the time of this occurrence, and in consideration of the prior similar occurrences and the above mentioned regulations, the AAIA issued safety recommendation SR2022-002 to the Airport Authority of The Bahamas on 20<sup>th</sup> October 2022: ***The Aircraft Accident Investigation Authority (AAIA) recommends that, without delay, the Airport Authority implements the placement of appropriate runway markings at Black Point Airport (MYEB), including threshold markings that will aid pilots in landing operations.***

In a correspondence dated 14<sup>th</sup> November 2022, the Airport Authority presented to the AAIA, a corrective action plan (CAP) to address the deficiencies noted in safety recommendation SR2022-002. The CAP included the addition of runway threshold markings, runway designation markings, and runway holding position markings at MYEB.

The Airport Authority identified a commencement date of 1<sup>st</sup> December 2022, and a tentative completion date of 31<sup>st</sup> March 2023. In lieu of the Airport Authority's corrective action plan, the AAIA categorized the status of the issued safety recommendation SR2022-002 as, ***“Open – Acceptable Response”***.

During the course of the investigation, upon assessment of previous reported landing gear incidents involving this specific make and model aircraft within the operator's fleet, associated with the landing gear drag brace support fitting and accompanying parts, it became evident that the required maintenance inspection interval of 200 hours within the approved maintenance inspection program may not be adequate.

The Civil Aviation Authority of The Bahamas (CAA-B), in a correspondence dated 22<sup>nd</sup> November 2022, was provided documentation of maintenance issues identified relative to the main landing gear drag brace support fitting and associated parts for several of the Beech 99 aircraft within the Operator's fleet.

Subsequently, in a letter dated 30<sup>th</sup> November 2022, the CAA-B issued the following to the Operator: ***In accordance with CAR OPS1.890 (a) (5) and in the interest of safety, the Authority require the amendment of Flamingo Air Limited Approved Maintenance Program FL/B99/AAIP for incorporation and implementation of the element of Beech 99 Maintenance Manual 05-50-00 (2) Inspection After Hard Landing; (2) Landing Gear; Inspections (a-h) every 25 hours of flight time to detect any fault and mitigate any failure of the main landing gear drag brace support, the drag brace assembly and attaching parts.***

The AAIA was in agreement with the measure utilized by the CAA-B, as it would seek to take a proactive posture by requiring the shortening of the inspection interval from 200 hours to 25 hours which would potentially provide an opportunity to identify the development of faults or signs of fatigue within the component.



## Findings

These findings should not be read as apportioning blame or liability to any particular organization or individual.

- 1) The aircraft was certified and registered in accordance with existing Bahamas Civil Aviation Regulations and approved procedures.
- 2) The pilot in command of the aircraft was appropriately licensed for the flight in accordance with existing Bahamas Civil Aviation Regulations.
- 3) The second in command of the aircraft was appropriately licensed for the flight in accordance with existing Bahamas Civil Aviation Regulations.
- 4) Weather was not a factor in this occurrence.
- 5) The aircraft was not equipped with a flight data recorder (FDR) or a cockpit voice recorder (CVR); neither was required by regulation.
- 6) Tire signature markings were observed prior to the beginning of the paved usable portion of runway 11/29 at MYEB.
- 7) There was a collapse of the left main landing gear upon landing runway 11 at the Black Point Airport (MYEB), Exuma, Bahamas.
- 8) The aircraft came to rest at coordinates 24° 05'21.20"N and 76°23'48.10"W.
- 9) Post-accident inspection revealed a failure of left main landing gear drag brace support fitting.
- 10) The Black Point Airport (MYEB) was void of runway markings as required by applicable Bahamas CAR AGA Regulations.



## Probable Cause

The AAIA has determined the probable cause of this accident to be system component failure – non powerplant (SCF-NP) – left main landing gear drag leg support fitting.

Contributing factor to this occurrence include;

- Lack of visual references (runway markings) to aid in providing situational awareness to pilots during landing at MYEB

## Safety Recommendation(s)

The AAIA issued the following safety recommendation SR2022-002 to the Airport Authority on 20<sup>th</sup> October 2022:

***The Aircraft Accident Investigation Authority (AAIA) recommends that, without delay, the Airport Authority implements the placement of appropriate runway markings at Black Point Airport (MYEB), including threshold markings that will aid pilots in landing operations.***

The Airport Authority provided a Corrective Action Plan (CAP) on 14<sup>th</sup> November 2022 to address the deficiencies identified by installing the appropriate runway markings, and upon review, the AAIA found the CAP acceptable.