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AVIATION OCCURRENCE BULLETIN

DATE: 20TH AUGUST, 2019
REPORT # AO-19-000008
AIRCRAFT REGISTRATION: N6376V
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 AAID. 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 AAID investigations and research.

GENERAL DETAILS

Date and Time of Occurrence:	28 th February, 2019, 4:50 PM		
Location	Staniel Cay Airport (MYES), Exuma, Bahamas		
Persons on Board	Crew	1	Passengers 0
Injuries:	Crew	none	Passengers none
Commanders License:	Commercial Pilot		
Occurrence category:	Runway excursion		
Occurrence type:	Incident		
Investigation status:	Final Report Complete		

AIRCRAFT DETAILS

Aircraft details	
Aircraft Type and Registration:	Cessna 172RG, N6376V
Year of Manufacture & Serial #:	1980, 172RG0642
Number and Type of Engine(s)	One, Lycoming O&VO-360
Type of operation:	Private
Information Source:	AAID Field Investigation
Nature of Damage:	Damage to propeller, nose and main gears and both wings.

Occurrence Summary:

On the 28th February, 2019 at approximately 4:50 PM LCL, a Cessna 172RG aircraft of registration N6376V was involved in a runway excursion at the Staniel Cay Airport, Exuma (MYES), Bahamas. The aircraft departed from Norman's Cay Airport (MYEN), Exuma with one (1) soul on board.

During aircraft landing and rollout, there was a collapse of the right main gear that resulted in the aircraft exiting the runway and impacting perimeter fencing.

The aircraft received extensive damages, including to its propeller, nose and main gear, and both wings. There were no injuries reported in relation to this accident. The weather at the time of this occurrence was visual meteorological conditions and not a factor.

A limited scope investigation was conducted, no safety message or 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 AAID investigations are conducted in accordance with Annex 13 to the ICAO Convention on International Civil Aviation, and The Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 2017. 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 AAID 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.
