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## AVIATION OCCURRENCE BULLETIN

**DATE:** 1<sup>ST</sup> AUGUST 2019  
**REPORT #** AO-19-000012  
**AIRCRAFT REGISTRATION:** N316DG  
**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

<b>Date and Time of Occurrence:</b>	26 <sup>th</sup> March, 2019, 10:49 AM		
<b>Location</b>	West End Airport (MYGW), Grand Bahama, Bahamas		
<b>Persons on Board</b>	Crew	1	Passengers 4
<b>Injuries:</b>	Crew	None	Passengers None
<b>Commanders License:</b>	Private Pilot		
<b>Occurrence category:</b>	Loss of Control Ground, Runway Excursion		
<b>Occurrence type:</b>	Incident		
<b>Investigation status:</b>	Final Report Complete		

### AIRCRAFT DETAILS

Aircraft details	
<b>Aircraft Type and Registration:</b>	N316DG
<b>Year of Manufacture &amp; Serial #:</b>	2005, 3257375
<b>Number and Type of Engine(s)</b>	1, TIO 540 SER
<b>Type of operation:</b>	Private, General Aviation
<b>Information Source:</b>	AAID Field Investigation
<b>Nature of Damage:</b>	Damage to undercarriage

### Occurrence Summary:

On the 26<sup>th</sup> March, 2019 at approximately 10:49 AM LCL, a Piper PA-32R-301T aircraft, registration N316DG was involved in a runway excursion after landing at the West End Airport (MYGW), Grand Bahama, Bahamas. The aircraft departed Stuart, Florida, USA (KSUA), with four (4) souls on board.

During the landing and rollout, the right main tire blew which led to a loss of control and the subsequent runway excursion.

The aircraft received damages to its undercarriage, there were no injuries reported in relation to this accident. The weather at the time of this accident was visual meteorological conditions and was not a factor.

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



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*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.*

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