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AVIATION OCCURRENCE BULLETIN

DATE: 8TH OCTOBER, 2019
REPORT # AO-19-000055
AIRCRAFT REGISTRATION: N38677
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:	1 st October, 2019, 3:30 PM		
Location	Pitts Town, Crooked Island, Bahamas		
Persons on Board	Crew	1	Passengers 4
Injuries:	Crew	none	Passengers none
Commanders License:	Private Pilot		
Occurrence category:	Incident		
Occurrence type:	Runway Excursion		
Investigation status:	Final Report Complete		

AIRCRAFT DETAILS

Aircraft details	
Aircraft Type and Registration:	Piper PA-32-300, N38677
Year of Manufacture & Serial #:	1977, 32-7840024
Number and Type of Engine(s)	(1), LYCOMING IO-540 SER
Type of operation:	Private
Information Source:	AAID Field Investigation
Nature of Damage:	Damage to left wing and flap, undercarriage, left main gear detached

Occurrence Summary:

On the 1st October, 2019 at approximately 3:30 PM, a Piper Cherokee aircraft, United States registration N38677 was involved in an occurrence at the Pitts Town Airport (MYCP), Crooked Island, Bahamas. The aircraft departed the Deadman's Cay Airport (MYLD), Long Island, Bahamas with five (5) persons on board.

Upon approach to landing on runway 09 at MYCP, the pilot reported that he encountered adverse winds. As a result of these strong winds the aircraft made contact with a sand bank located at the beginning of the runway eventually hitting the runway in a hard landing which resulted in the left main gear collapsing and subsequent runway excursion.

The weather conditions at the time of the accident was reported as visual meteorological conditions, however, the adverse windy condition has been determined to be a contributing factor in this accident. 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.
