

Short Investigation Bulletin

DATE: 6th December, 2019
REPORT # AO-19-000063
AIRCRAFT REGISTRATION: C6-SDA
INVESTIGATION STATUS: COMPLETE

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 December 2019; 4:50 PM		
Location	Lynden Pindling International Airport, Nassau, Bahamas		
Persons on Board	Crew	1	Passengers 8
Injuries:	Crew	0	Passengers 0
Commanders License:	Airline Transport Pilot		
Occurrence category:	Other		
Occurrence type:	Accident		
Investigation status:	Complete		

Aircraft Details

Aircraft Type and Registration:	C404, C6-SDA
Year of Manufacture & Serial #:	1979, 404-0437
Number and Type of Engine(s)	2; Continental
Type of operation:	Commercial
Information Source:	Field Investigation
Nature of Damage:	Substantial

Occurrence Summary

On the 6th December, 2019 at approximately 4:50 pm Eastern Standard Time, a Cessna 404 (C404) aircraft, Bahamas registration C6-SDA, operated by Randolph Holdings Ltd., landed on Runway 10 at the Lynden Pindling International Airport (MYNN) Nassau, Bahamas without the benefits of its landing gears. Nine (9) souls were onboard the aircraft at the time of the accident. No injuries were reported. The aircraft received substantial damages to the propellers, under belly and fuselage.

The pilot reported that prior to landing all three gear safe lights were illuminated and the scent of smoke was in the cabin.

The AAIA investigation team in conjunction with the company's maintenance carried out analysis and operational procedure checks of the aircraft landing gear system in accordance with the manufactures' maintenance manuals. No abnormalities were found that would prevent the landing gear from extending as required when selected to the landing position.

Based on the circumstances of this accident a limited scope investigation was conducted. The AAIA believes that based on evidence from post-crash analysis and maintenance checks, the landing gears may not have been selected to the landing position.

The BCAA, notified the AAIA prior to the release of this report that a re-examination of the airman was required and subsequently conducted satisfactorily.

In light of this action undertaken by the BCAA the AAIA did not issue any further recommendation.



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.