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AVIATION OCCURRENCE BULLETIN

DATE: 30TH AUGUST 2019
REPORT # AO-19-000048
AIRCRAFT REGISTRATION: N40702
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:	8 th August, 2019, 10:30 AM		
Location	20 NM East of Bimini, Bahamas		
Persons on Board	Crew	1	Passengers 2
Injuries:	Crew	None	Passengers Minor
Commanders License:	Private Pilot		
Occurrence category:	Accident		
Occurrence type:	Undetermined		
Investigation status:	Final Report Complete		

AIRCRAFT DETAILS

Aircraft details	
Aircraft Type and Registration:	Piper PA-34-200, N40702
Year of Manufacture & Serial #:	1973, #34-7450071
Number and Type of Engine(s)	Two, Lycoming IO360
Type of operation:	Private
Information Source:	AAID Field Investigation
Nature of Damage:	Aircraft Submerged

Occurrence Summary:

On the 8th August 2019, at approximately 10:30 AM, a Piper Seneca registration N40702 ditched into the ocean, some 20 NM east of Bimini with three (3) souls on board. The aircraft departed Great Harbor Cay Airport (MYBG), Berry Islands, Bahamas and was enroute to Miami Executive Airport (KTMB), Miami, Florida.

While enroute and cruising at an altitude of 4,500 ft., the pilot stated that he noticed the aircraft's left engine started to malfunction and was unable to maintain altitude. He subsequently attempted to contact Miami Air Traffic Control Center to advise the situation, but was unsuccessful. However, a pilot in the area relayed the information to Miami ATC.

The pilot further stated that approximately twenty (20) miles east of Bimini, and losing altitude, he decided to ditch the aircraft in the ocean. The three occupants of the aircraft were able to exit the aircraft and climb aboard the life raft where they remained until they were rescued. A passing vessel located the survivors some forty (40) minutes after the crash and provided assistance. The rescued occupants were transported to Cat Cay, Bahamas for further observation. Two of the occupants of the aircraft received minor injuries.

The weather at the time of the accident was visual meteorological conditions and not a factor in this accident. A limited scope investigation was conducted, no safety message or recommendations were issued.

Several days post-accident, attempts were made to recover the aircraft from the ocean for further analysis, with no success.



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.
