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AVIATION OCCURRENCE BULLETIN

DATE: 20 JUNE, 2018
REPORT # AO-18-000010
AIRCRAFT REGISTRATION: N87175
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:	20 June, 2018, 4:30pm local		
Location	Lynden Pindling Int'l Airport, Nassau, Bahamas		
Persons on Board	Crew	1	Passengers 0
Injuries:	Crew	None	Passengers 0
Commanders License:	Commercial Pilot		
Occurrence category:	Gear Collapse - System/component failure /malfunction (non-powerplant)		
Occurrence type:	Accident		
Investigation status:	Final Report Complete		

AIRCRAFT DETAILS

Aircraft details	
Aircraft Type and Registration:	Cessna 402B, N87175
Year of Manufacture & Serial #:	1975, 402B0100
Number and Type of Engine(s)	2, Continental Motors TSIO-520SER
Type of operation:	Private, General Aviation
Information Source:	AAID Field Investigation
Nature of Damage:	Extensive

Occurrence Summary:

On 2^o June, 2018 at approximately 4:30pm local a Cessna 402B aircraft, registration N87175 gears collapsed upon landing on runway 14 at the Lynden Pindling Int'l Airport (MYNN), Nassau, Bahamas. The aircraft departed South Bimini (MYBS), Bahamas, with one soul on board. No injuries were reported.

The pilot stated that upon receiving clearance to land, pre-landing checklist was completed and indication of gear down (three green) was confirmed. However, upon landing, the nose gear collapsed followed by the left and right main landing gears. The aircraft sustained extensive damages as a result.

The weather at the time of the incident was visual meteorological conditions and not a factor in the incident.

A limited scope investigation was conducted and no safety messages 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.
