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AVIATION OCCURRENCE BULLETIN

DATE: 21ST OCTOBER, 2019
REPORT # AO-19-000058
AIRCRAFT REGISTRATION: N217PG
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: | 14 th October, 2019, 11:00 AM | | |
| Location | Normans Cay Airport, Exuma, Bahamas | | |
| Persons on Board | Crew | 1 | Passengers 5 |
| Injuries: | Crew | none | Passengers none |
| Commanders License: | Airline Transport Pilot | | |
| Occurrence category: | Incident | | |
| Occurrence type: | Runway Excursion | | |
| Investigation status: | Final Report Complete | | |

AIRCRAFT DETAILS

| Aircraft details | |
|--|--|
| Aircraft Type and Registration: | Cessna 421C, N217PG |
| Year of Manufacture & Serial #: | 1985, 421C1802 |
| Number and Type of Engine(s) | Two, CONT MOTOR GTSI0-520-F-K |
| Type of operation: | Commercial |
| Information Source: | AAID Field Investigation |
| Nature of Damage: | Damage to nose cone, nose gear, both wings, left elevator, main landing gears. |

Occurrence Summary:

On 14th October, 2019, at approximately 11:00 AM, a Cessna 421 aircraft with registration N217PG was involved in an occurrence at the Normans Cay Airport (MYEN), Exuma, Bahamas with six (6) souls on board.

The pilot reported that after landing runway 21 at MYEN, during roll-out, he applied brakes but there was no braking action. The aircraft subsequently exited the useable surface of the runway, impacting the perimeter fencing, and then travelled down an embankment and into the ocean approximately 200 ft. from the end of the runway.

The aircraft received damages to nose cone, nose gear, both wings, left elevator, and main landing gears. There were no injuries reported in relation to this occurrence.

The weather conditions at the time of the accident was reported as visual meteorological conditions, and was determined to not be a contributing factor in this occurrence. 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.
