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Short Investigation Bulletin

DATE: 1st April, 2020
REPORT # AO-20-000011
AIRCRAFT REGISTRATION: N271SE
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:	7th March 2020; 11:30 AM		
Location	Lynden Pindling International Airport, Nassau, Bahamas		
Persons on Board	Crew 2	Passengers	1
Injuries:	Crew 0	Passengers	0
Commanders License:	Commercial Pilot		
Occurrence category:	System Component Malfunction – Power plant		
Occurrence type:	Accident		
Investigation status:	Final		

Aircraft Details

Aircraft Type and Registration:	Douglas DC3, N271SE
Year of Manufacture & Serial #:	1945; 1567627121
Number and Type of Engine(s)	2; Pratt & Whitney
Type of operation:	Commercial
Information Source:	Field Investigation
Nature of Damage:	None

Occurrence Summary

On the 7th March, 2020 at approximately 11:30 AM, a DC3 aircraft with United States registration N271SE, operated by Florida Air Cargo experienced a right engine failure while enroute to the Lynden Pindling International Airport (MYNN).

The aircraft previously departed the Chub Cay Airport (MYBC), Berry Islands, Bahamas with three (3) souls on board. According to the pilot, while at a distance of approximately 8 NM from the airfield at MYNN, a loss of power in the right engine was experienced. Emergency procedures for the aircraft was utilized, resulting in the engine being shut-off and secured. An emergency with Nassau air traffic control was subsequently declared.

The aircraft landed safely without incident on runway 14 at MYNN. There were no injuries reported and no damage to the aircraft. The weather at the time of the occurrence was visual meteorological conditions and deemed not a factor. 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 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.