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Short Investigation Bulletin

DATE: February 28, 2020
REPORT # AO-19-000044
AIRCRAFT REGISTRATION: C6-SLS
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:	15th July 2019; 7:45 AM		
Location	Exuma International Airport, Exuma, Bahamas		
Persons on Board	Crew	1	Passengers 1
Injuries:	Crew	0	Passengers 0
Commanders License:	Commercial Pilot		
Occurrence category:	Systems Component Malfunction (Non-powerplant)		
Occurrence type	Accident		
Investigation status:	Completed		

Aircraft Details

Aircraft Type and Registration:	PA23-250, C6-SLS
Year of Manufacture & Serial #:	1969; 27-4410
Number and Type of Engine(s)	2;
Type of operation:	Private
Information Source:	Field Investigation
Nature of Damage:	

Occurrence Summary

On the 15th July 2019, Piper Aztec C6-SLS landed at the Exuma International Airport (MYEF), Exuma, Bahamas without the use of its landing gears. The aircraft previously departed MYEF with two (2) souls on board, enroute to Staniel Cay, Exuma (MYES).

Shortly after departing MYEF, there was a malfunction of the aircraft's landing gear that caused the pilot in command to return to the field for landing. The pilot made unsuccessful attempts to extend the landing gear and performed a controlled landing at MYEF without landing gears extended.

The aircraft received damages and there were no reported injuries. A limited scope investigation was conducted and no safety 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.