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Short Investigation Bulletin

DATE: February 28, 2020
REPORT # AO-19-000062
AIRCRAFT REGISTRATION: C6-FER
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 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:	1 st December, 2019; 8:30 AM		
Location	Black Point Airport, Exuma, Bahamas		
Persons on Board	Crew	2	Passengers 12
Injuries:	Crew	0	Passengers 0
Commanders License:	Airline Transport Pilot		
Occurrence category:	Abnormal Runway Contact		
Occurrence type:	Accident		
Investigation status:	Final		

Aircraft Details

Aircraft Type and Registration:	B99; C6-FER
Year of Manufacture & Serial #:	1976, U-164
Number and Type of Engine(s)	2,
Type of operation:	Commercial
Information Source:	Field Investigation
Nature of Damage:	Extensive

Occurrence Summary

On the 1st December 2019 at approximately 8:45 AM, a Beechcraft 99 aircraft, registration C6-FER, operated by AOC holder Flamingo Air Ltd., while landing, the right main wheels of the aircraft made contact with an unusable portion of runway 11 at Black Point Airport (MYEB), Exuma, Bahamas that led to the collapse of the right main gear and subsequent runway excursion.

The aircraft departed the Lynden Pindling International Airport (MYNN) with thirteen (13) souls on board (2 crew, 11 passengers).

On touchdown on the area preceding the usable portion of runway 11 at MYEB, the right main gear entered an area with depth approximately 1-3 inches in depth subsequently striking an exposed section of asphalt (46 mm thick) on the unusable portion of the beginning of the runway.



Given the speed of the aircraft at the time of the touch down the right main landing gear collapsed after striking the exposed surface. The disabled aircraft traveled an additional distance of approximately 1,527 ft down the runway before exiting the runway and coming to a stop approximately 20 feet in bushes lining the side of the runway.

The aircraft sustained damages to the right wing, trailing and leading edges, right propeller, right main gear and fuselage. There were no injuries reported. The weather at the time of the accident was visual meteorological conditions and not a factor in this occurrence.

In the aftermath of this accident, the Bahamas Civil Aviation Authority (BCAA) took immediate action by suspending both crew members until an evaluation of airmen competency could be completed. Both crew members were assessed by the BCAA in commercial flight procedures with an emphasis on standard operating procedures for landing and after demonstrating proficiency were allowed to resume flight duties.



Aircraft Accident Investigation Authority

As the BCAA was proactive in removing the crew from active duty and requiring they undergo a re-examination for their airmen skills and proficiency, the AAIA makes no further recommendations.

Based on the circumstances of the occurrence, pilot competency was in question. This concern was satisfied by actions taken by the BCAA.

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.