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AVIATION OCCURRENCE BULLETIN

DATE: 20TH AUGUST 2019
REPORT # AO-19-000056
AIRCRAFT REGISTRATION: C6-EDH
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:	3rd th October, 2019, 12:10 PM		
Location	Lynden Pindling International Airport (MYNN), Nassau, Bahamas		
Persons on Board	Crew	2	Passengers 2
Injuries:	Crew	None	Passengers None
Commanders License:	Commercial Pilot		
Occurrence category:	Incident		
Occurrence type:	Systems Component Malfunction (Non-Power plant)		
Investigation status:	Final Report Complete		

AIRCRAFT DETAILS

Aircraft details	
Aircraft Type and Registration:	PA 23-250, C6-EDH
Year of Manufacture & Serial #:	S/N 27-7305079
Number and Type of Engine(s)	Two, Lycoming IO-540, Reciprocating
Type of operation:	Commercial
Information Source:	AAID Field Investigation
Nature of Damage:	Left wing , left undercarriage

Occurrence Summary:

On the 3rd October 2019, a Piper Aztec PA 23-250, registration C6-EDH after departure from Lynden Pindling Int'l Airport, declared an emergency and returned for a landing. After touchdown on Runway 32 the left landing gear collapsed. There were 4 souls on board. No injuries was reported.

The pilot reported that after takeoff, when the gear selector handle was selected to the up position, an unusual amount of hydraulic fluid was observed entering in the cabin area. This loss of hydraulic fluid compromised hydraulic system operations (landing gears and flaps). Emergency procedures and protocols were initiated, eventually resulting in activation of the emergency CO₂ (Carbon Dioxide) bottle (back up gear extension system).

After landing on runway 32, despite use of the emergency blown down bottle system the left landing gear still collapsed. The aircraft slid and veered left of the center line coming to rest near the edge of the runway. Damages documented as a result of the gear collapse includes (left upper and lower wing damages, left gear doors and wheel wells).

The weather at the time of the accident was visual meteorological conditions and not a factor in this accident. A limited scope investigation was conducted, no safety message or recommendations were issued. It is worthy to note that during the preparation of removal of the aircraft from the runway, the right gear also collapsed resulting in additional damages to the right side of the aircraft.



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.
