

AVIATION SHORT INVESTIGATION BULLETIN

REPORT # AO-16-006314

INVESTIGATION TITLE: SBM 561 INCIDENT
INVESTIGATION STATUS: COMPLETED

SUMMARY

The Aviation Short Investigation Bulletin covers a range of the AAID’s short investigations and highlights valuable safety lessons for pilots, operators and safety managers.

TERMINOLOGY

To help define what the AAID investigates, the terminology for the following category of occurrences is listed.

CATEGORY

Accident: an occurrence involving an aircraft where:

- a person dies or suffers serious injury
- the aircraft is destroyed, or is seriously damaged
- any property is destroyed or seriously damaged

Serious incident: an incident involving circumstances indicating that an accident nearly occurred (ICAO Annex 13).

Incident: an occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation (ICAO Annex 13), and meet the definition of an “incident” as prescribed in the Bahamas Civil Aviation (Investigations of Air Accidents and Incidents) Regulations Section 2 (1), 2016.

GENERAL DETAILS			
Date:	18 th December 2016	Investigation status:	Completed
Time:	1822 UTC	Investigation type:	Incident Investigation
Location:	Nassau	Occurrence type:	Landing Gear Issue
State:	Bahamas		
Release date:	9 th January 2017	Occurrence category:	Incident
Report status:	Final	Highest injury level:	None

AIRCRAFT DETAILS

Aircraft manufacturer:	Beechcraft
Aircraft model:	BE1900
Aircraft registration:	C6-SBF
Serial number:	UE-2
Type of operation:	Commercial
Sector:	Turbo-prop
Damage to aircraft:	None

On 18th December 2016, at approximately 1:22 Eastern Standard Time (1822 UTC), a Beechcraft BE1900 aircraft operated by Sky Bahamas experienced a landing gear malfunction (nose-gear) upon landing at Lynden Pindling International.

The aircraft registered C6-SBF was enroute to Fort Lauderdale, Florida when a peculiar sound was heard. This prompted the pilot to lower the landing gear and return to the airport at Nassau. The pilot informed Air Traffic Control of the situation and a decision was made to execute a fly-by of the control tower for ATC to visually inspect the position of the landing gear. Air traffic control informed the pilots that the nose gear wheel was 90° from center position.

After receiving instructions from ATC, the aircraft landed RWY 09 at Lynden Pindling International without incident. There were no injuries to the six souls on board and aircraft received no damage.