



Tel: (242) 397-5509, 5513, 5514, 5520  
 24 hr. Mobile: (242) 376-1617, (242) 376-8334  
 Fax: (242) 327-2192  
 2<sup>nd</sup> Floor, Manx Corporate Center  
 #45 West Bay Street  
 P. O. Box CB-11702  
 Nassau, N. P., Bahamas  
 Website: www.baaid.org  
 Email: baaid@bahamas.gov.bs

## AVIATION OCCURRENCE BULLETIN

**DATE:** 6<sup>TH</sup> FEBRUARY, 2020  
**REPORT #** AO-20-000006  
**AIRCRAFT REGISTRATION:** N798JS  
**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

<b>Date and Time of Occurrence:</b>	2 <sup>nd</sup> February, 2020, 11:00 AM		
<b>Location</b>	Governor’s Harbour Airport, Eleuthera, Bahamas		
<b>Persons on Board</b>	Crew	2	Passengers 2
<b>Injuries:</b>	Crew	none	Passengers none
<b>Commanders License:</b>	Airline Transport Pilot		
<b>Occurrence category:</b>	Serious Incident		
<b>Occurrence type:</b>	Fire/Smoke		
<b>Investigation status:</b>	Final Report Complete		

### AIRCRAFT DETAILS

Aircraft details	
<b>Aircraft Type and Registration:</b>	Cessna 560, N798JS
<b>Year of Manufacture &amp; Serial #:</b>	2008; 500-0796
<b>Number and Type of Engine(s)</b>	Two (2), Pratt & Whitney
<b>Type of operation:</b>	On Demand Charter
<b>Information Source:</b>	AAID Field Investigation
<b>Nature of Damage:</b>	Fire/heat damage to both main gear tires, right main

## Occurrence Summary:

On the 2<sup>nd</sup> February 2020 at approximately 11:00 AM, a Cessna 560 aircraft, US registration N798JS aborted a takeoff at the Governor's Harbour Airport (MYEM), Eleuthera, Bahamas . The two (2) crew members and two (2) passengers were enroute to Tampa International Airport (KTPA).

According to the pilot-in-command, after discussing the flight plan with the first officer and going through the necessary checklists, he positioned the aircraft on runway 33 for a departure to the northwest. After applying takeoff power and prior to approaching V1 speed, the pilot noticed that the aircraft was not performing adequately as the speed was not increasing sufficiently. The aircraft also did not respond when back pressure was applied to the yoke.

Subsequently, the first officer called out to abort the takeoff and the captain then pulled the power levers to idle, extended reverse thrusters and applied brakes. After the aircraft came to stop, pilot made a 180 turn on the runway to return to the ramp area and it was during this time that the first officer reported seeing smoke coming from the right side of the aircraft.

The Captain then called for the evacuation of passengers by the first officer while he shut the engine down. The Eleuthera Airport Fire Rescue services responded and upon arrival met the right main landing gear tire on fire. The fire was suppressed and there were no reported injuries. The aircraft received fire related damages to the right main gear assembly, right main gear door, and underside of the right wing.

At the time of the occurrence, the weather was visual meteorological conditions and not a factor in this accident. 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 ICAO Convention on International Civil Aviation. 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.*

---