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AVIATION OCCURRENCE BULLETIN

DATE: 18TH OCTOBER 2019
REPORT # AO-19-000059
AIRCRAFT REGISTRATION: N437GB
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:	18 th October, 2019, 4:30 PM		
Location	25°05.55N 007°30.29W		
Persons on Board	Crew	2	Passengers 0
Injuries:	Crew	None	Passengers None
Commanders License:	Commercial Pilot		
Occurrence category:	Accident		
Occurrence type:	SCF-PP – Powerplant Failure or Malfunction		
Investigation status:	Final Report Complete		

AIRCRAFT DETAILS

Aircraft details	
Aircraft Type and Registration:	Pratt & Whitney, DC3C/ N437GB
Year of Manufacture & Serial #:	1945- S/N 19999
Number and Type of Engine(s)	Two, R-1830, Reciprocating
Type of operation:	Commercial
Information Source:	AAID Field Investigation
Nature of Damage:	Unknown (Aircraft unlocated)

Occurrence Summary:

On the 18th October 2019, at approximately 4:30 PM local time, a Douglas DC3C aircraft, registration N437GB crashed in the ocean; at coordinates 25°05.55N 077°30.29W, approximately 2.87miles from Runway 14 at the Lynden Pindling International Airport (MYNN) Nassau, Bahamas. There were 2 souls on board.

The pilot reported that the left engine failed approximately 25-30 nautical miles from MYNN. The pilot further stated that during single engine operation, the aircraft performance was not optimal so the decision was made to land the aircraft in the ocean.

The Air Traffic Control tower was notified by the crew of N437GB, that they will be performing a control water landing. The Royal Bahamas Defense Force was notified. Rescue efforts were then put into place. No injuries were received by the occupants of the aircraft.

Aircraft could not be located for physical analysis to be carried out.

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.

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.
