



PRELIMINARY REPORT

Page | 1

Aircraft Registration Number	N17UF	Most Critical Injury:	FATAL
FSI ID:	A14-005111	Investigated By:	AAIPU
Occurrence Date:	Nov. 9, 2014	ICAO Report Submitted:	YES
Occurrence Type:	ACCIDENT	Date Report Submitted to ICAO	Nov. 20, 2014

Location/Time

Nearest City / Place	State / Island	Zip Code	Local Time	Time Zone [Universal Zulu Time]
Freeport, Grand Bahama	BAHAMAS	00104	Approx. 4:51PM	2151 UTC
Airport Proximity: 354 degrees	Distance From Landing Facility: 1.9 MILES	Approx.	Distance from Airport: 1.9 MILES	Approx.

Aircraft Information Summary

Aircraft Manufacturer	Model/Series	Type of Aircraft
GATES LEARJET CORP	35A	FIXED WING MULTI-ENGINE
Sightseeing Flight:	NO	Air Medical Transport Flight:
		NO

Narrative

On Sunday November 9 at approximately 5:20pm LCL (2220UTC), the Air Accident Investigation & Prevention Unit of the Bahamas Civil Aviation Department was notified that a fixed winged, multi engine Learjet aircraft, N17UF was involved in an accident with possible fatal consequences. The investigation commenced immediately and further information from both Nassau and Freeport Air Traffic Control (ATC) and other sources indicated that the aircraft hit a crane located at the Grand Bahama shipyard while on approach for landing at the Freeport International Airport runway 06.

The two pilots, and seven passengers were fatally injured. Day, instrument meteorological conditions prevailed and an instrument flight rules flight plan was filed for the 24-minute flight from Lynden Pindling International Airport (LPIA)(MYNN) destined for Freeport International Airport (MYGF), Freeport, Grand Bahama, Bahamas. The business flight was conducted under the provisions of 14 Code of Federal Regulations Part 91.

The aircraft uploaded 160 gallons of fuel from Odyssey Aviation, a fixed base operator at LPIA prior to its departure. The aircraft made contact with Freeport ATC as required and was given the current weather conditions and cleared for the instrument ILS z 06 Approach. The aircraft was unable to land on first attempt, due to heavy rain showers and reduced visibility. The crew executed a missed approach procedure and continued outbound and entered the published holding pattern at 2,000 feet. Some time after entering the holding pattern, ATC reported the weather as improving and thus a second ILS z 06 approach was requested by the crew and granted by ATC. During the return for the second instrument approach, ATC reported the weather as again deteriorating due to rain and haze. While attempting to find the runway visually during the second approach, the aircraft descended and subsequently struck a towering crane at the Grand Bahama Shipyard. The impact occurred with two support beams above the crane operator's cab approximately 115 feet mean sea level (MSL). The crane was stationed at coordinates; latitude 26 degrees, 45 minutes 46.05 seconds North and Longitude 78 degrees, 45 minutes 25.20 seconds West. After losing the outboard portion of the right wing and fuel tank, as a result of the impact, the aircraft continued its downward, uncontrolled descent, crashing inverted into a mound of garbage at the City Services Limited, (a garbage and metal recycling plant) which is located adjacent to the Grand Bahama Shipyard. The aircraft finally came to a stop after impact with a metal generator-housing unit located at the recycling plant.

The aircraft was equipped with a Fairchild Model GA100 Cockpit Voice Recorder (CVR) and 2 Honeywell International N1 Digital Electronic Engine Control monitors which were recovered and sent to the National Transportation Safety Board in Washington DC and Honeywell Int'l in Wichita Kansas respectively, for readout.

Both pilots were licensed and certified by the US Federal Aviation Administration and both were in possession of valid first class medical certificates as required by regulations. Both medicals were issued in November 2014.

The Bahamas Area Forecast published on November 9th, 2014 by the Bahamas Meteorological Department indicated that for the Northwest Bahamas there was a frontal boundary over the northwest Bahamas and lower, moving over the northern Bahamas. Significant Weather for all areas indicated a few scattered, scattered to occasional and broken clouds could be expected with ranges from 1,500 feet to tops above 18,000 feet. Towering cumulus clouds and isolated showers with chances of isolated thundershowers were forecasted with reduced visibility and ceilings below 1,500 feet. The report indicated a possibility of heavy showers and moderate to severe turbulence in the vicinity of the towering cumulus clouds.

The Air Accident Investigation & Prevention Unit of the Bahamas Civil Aviation Department is conducting the investigation with assistance from the National Transportation Safety Board (NTSB) in USA, Federal Aviation Administration (FAA) USA and Bombardier, (Canada) manufacturer of the aircraft. For further information contact telephone 242-376-1617 or aaipu.bcaa@gmail.com.

The information contained here is preliminary only and subject to change as more information is gathered. Any changes or further information gathered will be addressed in the final report.



PRELIMINARY REPORT

Page | 2

FSI ID: **A14-005111**

Occurrence Date: **November 9th, 2014**

Occurrence Type: **ACCIDENT**

Landing Facility / Approach Information

Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
FREPORT INT'L AIRPORT	MYGF	7 (Ft. MSL)	06	10,979 Ft / 3346m	150Ft / 46m

Runway Surface Type: **Asphalt**

Runway Surface Condition: **N/A**

Type Instrument Approach: **ILS z RUNWAY 06**

VFR Approach / Landing: **N/A**

AIRCRAFT INFORMATION

Aircraft Manufacturer	Model / Series	Serial Number
GATES LEARJET CORP	35A	258

Airworthiness Certificate (s):

STANDARD

Landing Gear Type: **TRICYCLE RETRACTABLE**

Homebuilt Aircraft?	Number of Seats:	Certified Max Gross Wt.	LBS	Number of Engines:
NO	8			TWO

Engine Type:	Engine Manufacturer:	Model / Series:	Rated Power:
TURBO FAN	GARRETT	TFE 731 SER	

- AIRCRAFT INSPECTION INFORMATION

Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time
UNKNOWN	UNKNOWN	UNKNOWN (hours)	UNKNOWN (hours)

- EMERGENCY LOCATOR TRANSMITTER (ELT) INFORMATION

ELT Installed? YES	ELT Operated? NO	ELT Aided in Locating Accident Site? NO
--------------------	-------------------------	--

OWNER / OPERATOR INFORMATION

Registered Aircraft Owner	Street Address		
	1421 SW 107TH AVE#300		
DIPLOMAT AVIATION (BAHAMAS) LIMITED	City / Island	Country	Zip Code
	MIAMI, DADE COUNTY, FLORIDA	U.S.A	33174-2526

Operator of Aircraft	Street Address		
	SAME AS ABOVE		
	City / Island	Country	Zip Code

Operator Does Business As: PRIVATE	Operator Designator Code: UNKNOWN
---	--

- TYPE OF BAHAMAS CERTIFICATE (S) HELD: NONE

Air Carrier Operating Certificate (s):

Operating Certificate:	Operator Certificate:

Regulations Flight Conducted Under: PART 91 CFR (USA)

Type of Flight Operation Conducted: INSTRUMENT METEOROLOGICAL CONDITIONS (IMC)



PRELIMINARY REPORT

Page | 3

FSI ID: **A14-005111**

Occurrence Date: **November 9th, 2014**

Occurrence Type: **ACCIDENT**

FIRST PILOT INFORMATION

Name STANLEY JEROME THURSTON	City NASSAU	State BAHAMAS	Date of Birth UNKNOWN	Age UNK
--	-----------------------	-------------------------	---------------------------------	-------------------

Sex: M	Seat Occupied: LEFT	Principal Profession: AIRLINE TRANSPORT PILOT	Certificate Number: UNKNOWN
--------	---------------------	---	-----------------------------

Certificate (s):

AIRLINE TRANSPORT PILOT

Airplane Rating(s):
AIRLINE TRANSPORT PILOT
AIRPLANE MULTI ENGINE LAND
COMMERCIAL PILOT
AIRPLANE SINGLE ENGINE LAND

Rotorcraft / Glider / LTA: **NO**

Instrument Rating(s): **YES**

Type Rating / Endorsement for Accident / Incident Aircraft? A/LR JET	Current Biennial Flight Review? UNKNOWN
--	---

Medical Cert.: FIRST CLASS	Medical Cert. Status: CURRENT	Date of Last Medical Exam: 11/2014
-----------------------------------	--------------------------------------	---

- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time		U	N	K	N	O	W	N		
Pilot in Command (PIC)		U	N	K	N	O	W	N		
Instructor		U	N	K	N	O	W	N		
Last 90 Days		U	N	K	N	O	W	N		
Last 30 Days		U	N	K	N	O	W	N		
Last 24 Hours		U	N	K	N	O	W	N		

Seatbelt Used? UNKNOWN	Shoulder Harness Used? UNKNOWN	Toxicology Performed? YES	Second Pilot? YES
----------------------------------	--	-------------------------------------	--------------------------

FLIGHT PLAN / ITINERY

Type of Flight Plan Filed: **IFR**

Departure Point LYNDEN PINDLING INTERNATIONAL AIRPORT	State / Island NASSAU, BAHAMAS	Airport Identifier MYNN	Departure Time UNKNOWN	Time Zone EST
---	--	-----------------------------------	----------------------------------	-------------------------

Destination FREEPORT INTERNATIONAL AIRPORT	State / Island FREEPORT GRAND BAHAMA	Airport Identifier MYGF
--	--	-----------------------------------

Type of Clearance: **IFR**

Type of Airspace:

WEATHER INFORMATION

Source of Briefing: Department of Meteorology

The Bahamas Area Forecast published on November 9th, 2014 by the Bahamas Meteorological Department indicated that for the Northwest Bahamas there was a frontal boundary over the northwest Bahamas and lower moving over the northern Bahamas. Significant Weather indicated that for all areas a few scattered, scattered to occasional and broken clouds could be expected with ranges from 1,500 ft to tops above 18,000 feet with towering cumulus clouds and isolated showers with chances of isolated thundershowers with reduced visibility and ceilings below 1,500 feet. The report indicated a possibility of heavy showers and moderate to severe turbulence in the vicinity of the towering cumulus clouds

Method of Briefing: **BAHAMAS AREA FORECAST**



PRELIMINARY REPORT

Page | 4

FSI ID: **A14-005111**

Occurrence Date: **November 9th, 2014**

Occurrence Type: **ACCIDENT**

WEATHER INFORMATION

WOF ID BAHAMAS AREA FORECAST	Observation Time 1800 UTC VALID FOR 12 HOURS	Time Zone Eastern Standard Time	WOF Elevation 7 Ft. MSL	WOF Distance From Accident Site ➤ 2.5 NM	Direction From Accident Site 070 Deg. Mag.
--	--	---	-----------------------------------	--	--

Sky / Lowest Cloud Condition: **FEW / SCT TCU** Ft. AGL Condition of Light: **DAY**

Lowest Ceiling: **2000 BKN** Ft. AGL Visibility: **1.5. NM** Altimeter 29.82 "Hg

Temperature: **21°C** Dew Point: **20°C** Wind Direction: **000** Density Altitude: **Ft**

Wind Speed: **05** Gusts: Weather Conditions at Accident Site: **WIND 340@12KTS**

Visibility (RVR): **Ft.** Visibility (RVV): **SM** Intensity of Precipitation: **MODERATE**

Restrictions to Visibility:

THUNDERSTORM AND RAIN

Type of Precipitation:

HAZE, MIST, RAIN

ACCIDENT INFORMATION

Aircraft Damage: **DESTROYED** Aircraft Fire: **NONE** Aircraft Explosion: **NONE**

Classification:

- Injury Summary Matrix	Fatal	Serious	Minor	None	Total
First Pilot	1				1
Second Pilot	1				1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers	7				7
- TOTAL ABOARD -	9				9
Other Ground	0				0
- GRAND TOTAL -	9				9



**PRELIMINARY
REPORT**

Page | 5

FSI ID: **A14-005111**

Occurrence Date: **November 9th, 2014**

Occurrence Type: **ACCIDENT**

Administrative Information

Investigator-In-Charge (IIC)

Delvin R. Major

Tel: 242-376-1617, 242-377-3445/8 or

email: aaipu.bcaa@gmail.com or website: www.aaipu-bcaa.com

P. O. Box AP-59018

Upstairs old Airport Terminal,

Lynden Pindling International Airport

Nassau, N. P., Bahamas

