

Accident Final Report

In accordance with Annex 13 to the Convention on International Civil Aviation, it is not the purpose of aircraft accident investigation to apportion blame or liability. The sole objective of the investigation and the Final Report is the prevention of accidents and incidents.

INTRODUCTION

Operator: Bahamasair
Manufacturer: Boeing
Model: B737-2K5
Nationality: Bahamas
Registration: C6-BFM (Bahamas)
Place of Accident: Nassau International Airport,
Date of Accident: June 27, 2005

Investigating Authority: Flight Standards Inspectorate

Investigator in Charge: Philip Romer

Releasing Authority: Director of Civil Aviation

Date of Report: July 18, 2005

SYNOPSIS:

The occurrence of this accident was notified to the Flight Standards Inspectorate by the Nassau Control Tower. On June 27, 2005 at approximately 10:00 hours a Boeing 737-2K5 airplane, C6-BFM, owned and operated by Bahamasair became detached from the tow bar and tractor and ended up in the ditch adjacent to taxi way "H" (Hotel).

There were no passengers on board. The aircraft sustained damages to the radome and fuselage bottom skin and frame forward of the nose landing gear.

Overview of Accident

FACTUAL INFORMATION:

1. History of the Flight	N/A
Flight Number	N/A
Type of Operator	Air Carrier
Type of Operation	Schedule
Crew Briefing	N/A
Flight Planning	N/A
Destination	N/A
Flight Path	N/A

Radio Communications	N/A
ATC Report	N/A
CVR Report	N/A
Witness Statement	N/A
Location of Accident	Nassau International Airport
Time of occurrence	App. 10:00 Hours
Time of Day	Morning

- | | |
|-------------------------------|--|
| 2. Injuries to persons | N/A |
| 3. Damage to aircraft | The radome and fuselage bottom skin and frame forward of nose landing gear. |
| 4. Aerodrome involved | Nassau International Airport |

5. Aircraft information

General information

- | | |
|----------------------------------|--|
| a. Manufacturer and model | Boeing 737-2K5 |
| b. Serial number | 22596 |
| c. Year of manufacture | Unknown |
| d. Nationality | Bahamas |
| e. Registration marks | C6-BFM |
| f. Validity of C of R | Valid issued 24th August, 2004 |
| g. Name of Owner | Bahamasair Holdings Limited |
| h. Name of Operator | Bahamasair |
| i. Validity of C of A | Valid Issued 24th August, 2004 |

Aircraft History

- Total hours flown since manufacture 37729.15
- Since overhaul 863.09 Since C-check
- Since last periodic inspection B-Check 19691 cycles
- Aircraft maintained under the provisions of BASR 2001 and B737 Bahamasair Maintenance Program (up-ms-737 rev. 8)

Engines History

- Engine manufacture and model Pratt & Whitney JT8D-17
- Position on the aircraft # 1
- Serial numbers P688012B
- Overhaul periods Condition Monitored
- Total hours since overhaul 1795
- Hours since last inspection Unknown
- Engine manufacture and model Pratt & Whitney JT8D-17

- Position on the aircraft # 2
- Serial numbers P688187B
- Overhaul periods Condition Monitored
- Total hours since overhaul 2809
- Hours since last inspection 2809

ANALYSIS:

General

Flight operations

- **Crew qualifications** Unknown
- **Operational procedures** Unknown
- **Weather** N/A
- **ATC** N/A
- **Communications** Unknown
- **Aids to Navigation.** N/A
- **Aerodrome** Nassau International Airport

Aircraft

- **Aircraft maintenance -** Unknown
- **Aircraft performance –** Unknown
- **Mass and balance -** N/A
- **Aircraft instrumentation –** Unknown
- **Aircraft systems –** Hydraulic System no pre-charge
- **Human factors –** Unknown
- **Psychological and physiological factors affecting personnel involved.**
Unknown

Survivability

This accident could have been avoided if all procedures and recommendations by the manufacturer were followed when towing this aircraft under varying conditions.

FINDINGS:

AIRCRAFT

- **Airborne Auxiliary Power Unit (APU) was not operational**
- **No System 'B' Hydraulic Pumps**
- **No Accumulator Pre-Charge**
- **Tow Bar locking Mechanism Faulty**
- **No formal training for ground crew as it relates to towing B737 aircraft**
- **No observed head set for communication used**

SAFETY RECOMMENDATIONS:

The extent of the investigation into Bahamasair Limited warrants the following recommendations:

1. **Bahamasair Limited develop and implement a system for the towing of the B737 with out the use of APU**

- 2. Bahamasair limited develop and implement a system for the use, maintenance and inspection of equipment used for repositioning its fleet of aircraft immediately.**
- 3. All personnel involve in the towing of company aircraft be given formal and recurrent training.**
- 4. Bahamasair is to submit all procedural changes to Flight Standards Inspectorate on or by the end of the business day on August 19, 2005.**