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**Interim Report on status of Aircraft Accident Investigation pertaining to Aircraft Accident involving BN2A Islander; 8R-GRA that occurred on 25<sup>th</sup> July 2017.**

At approximately 17:55hrs GST on 25<sup>th</sup> July 2017 aircraft registration 8R-GRA, a BN2 Islander crashed just off the Eteringbang Airstrip while approaching to land. The accident investigation started the next day. The accident investigator, technical staff from the GCAA and personnel from the aircraft operator visited the accident site and also took the opportunity to interview persons who were at the airstrip at the time of the occurrence.

At the accident site the aircraft was observed to be nose down in the ground 200meters beyond and right of the threshold of RWY03 at Eteringbang Airstrip. The aircraft did not break up prior to or during impact but was severely damaged. From the position of the propellers it was determined that the engines were powered at the time of impact. The cockpit of the aircraft was crushed by the impact.

Examination of the aircraft maintenance records indicates that there were no outstanding maintenance issues. All required and scheduled maintenance had been performed and all Airworthiness Directives had been complied with.

The engines, propellers, and the Emergency Locator Transmitter along with the pilot's GPS were sent to the National Transportation Safety Board of the USA for examination to determine if there was any malfunction in any of these equipment. So far only the Propeller Report has been received from the NTSB.

Refueling of the company's aircraft operating at Eteringbang is done by a high-pressure pump. The pilot does the refueling. The pump is inspected regularly for damage and repairs as necessary.

The pilot was medically fit, and qualified to perform the flight, having completed the required training and checks. The pilot died in the accident. The post mortem stated the cause of death as multiple injuries.



## Guyana Aircraft Accident Investigation Unit



The weather reported at the time of the occurrence was – Wind calm, visibility – unlimited, with clear skies. The incident occurred during daylight hours,

The company is an Approved Aircraft Operator and was inspected and certified by the Guyana Civil Aviation Authority to conduct aircraft operations. However, shuttle operations, which the aircraft was engaged in at the time of the accident, was not specifically approved.

Communications between the company headquarters and aircraft operating in the hinterland is facilitated by cell phone and internet. The aircraft also has a spot tracker on board, which accurately tells when the aircraft is on the ground and its position/location in flight.

Completion of this investigation is dependent upon receipt of the outstanding reports.