



C6-FLX Preliminary Occurrence Report

Release Date: 9th August 2026

Location	Occurrence Number
Near San Andros Airport (MYAN), San Andros, Andros, Bahamas	OCC-2026-0023
Occurrence Date & Time	Registration
10 th July, 2026 12:48 pm EDT ¹ (1648 UTC ²)	C6-FLX
Aircraft Make/Model	Serial Number
Cessna 402C	402C0628
Flight Conducted Under	Occurrence Category
Visual Flight Rules	Accident

Information:

Narrative:

On Friday 10th July, 2026 at approximately 12:48 pm EDT (1648 UTC) a Cessna 402C aircraft with Bahamian registration C6-FLX, operated by Air Operator Certificate (AOC) holder Flamingo Air Limited, was involved in a fatal accident while on approach to land on runway 12 at the San Andros Airport (MYAN), San Andros, Andros, Bahamas. The non-scheduled commercial flight into MYAN was conducted as a charter flight by Flamingo Air.

This occurrence, whose flight departed uneventfully from the Lynden Pindling International Airport (MYNN), Nassau, Bahamas resulted in the aircraft being destroyed by post-impact fire. The pilot-in-command (PIC) of the aircraft and all nine (9) passengers sustained fatal injuries for a total of ten (10) fatalities.

On the day of the accident flight, C6-FLX conducted a series of three (3) flights between MYNN and MYAN with the first flight departing MYNN at approximately 7:40 am EDT (1140 UTC). After successfully completing two round trips between the Lynden Pindling Int'l Airport (MYNN) and the San Andros Airport (MYAN), the aircraft departed MYNN on a third outbound flight at approximately 12:30 pm EDT (1630 UTC). Prior to the accident flight, fuel uplift totaling 60 gallons of AVGAS fuel was purchased that day.

¹ Eastern Daylight Time (EDT) - operates at UTC-4 and is the daylight saving counterpart to Eastern Standard Time (EST, UTC-5). EDT is observed from early spring through early fall across the eastern United States, eastern Canada, and parts of the Caribbean

² Coordinated Universal Time (UTC) - A single time standard for global aviation based upon the time at 0 degrees East/West (the Greenwich Meridian)

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The flight was uneventful upon departure as radar footage from Nassau Approach Control showed C6-FLX flew westbound enroute to MYAN, cancelling its air traffic services at approximately ten (10) nautical miles east of MYAN at 12:41 pm EDT (1641 UTC).



Fig. 1: Radar imagery of C6-FLX position after cancellation of VFR flight plan with Nassau Approach Control

At 12:43 pm EDT (1643 UTC) it was observed that the aircraft made a slight right turn to a north-westerly track consistent with joining a traffic pattern for runway 12 on its approach to MYAN. At that time, radar recorded data showed the aircraft was at a height of approximately 2,500 feet AMSL³ and shortly after at approximately 12:46 pm EDT (1646 UTC), C6-FLX made a left turn consistent with following traffic pattern procedures in its approach to land at MYAN.

At this point, according to radar data, the aircraft was descending out of approximately 1,800 feet on its approach to land at MYAN. During the final data recorded by radar, C6-FLX showed an altitude of approximately 300 feet at an indicated airspeed of 62 knots at approximately 12:48 pm EDT (1648 UTC).

³ Above Mean Sea Level (AMSL) - measures the height of an object above the average sea level.

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Fig. 2: Radar imagery of C6-FLX last radar position via Nassau Approach Control

While on approach to final, C6-FLX subsequently impacted a stand of tall pine trees in a heavily wooded area with the aircraft left wing making initial contact with trees (left wing navigation light was furthest piece of debris).

As the forward motion of the aircraft carried it into the path of tall pine trees, the trajectory of the aircraft shifted from its aligned path with runway 12 at MYAN to the aircraft wreckage ultimately coming to rest flatly facing a magnetic heading of approximately 185° at coordinates 25° 3'42.59"N 78° 4'27.24"W at a distance of approximately one (1) nautical mile from MYAN. Following the impact, the aircraft was consumed and destroyed by post-impact fire.

All nine (9) passengers and one (1) crew suffered fatal injuries. Among the nine (9) passenger fatalities, one (1) male occupant was able to evacuate the aircraft post-impact, but succumbed to his injuries a while later.

Investigators from the Aircraft Accident Investigation Authority (AAIA) of The Bahamas were dispatched to the accident site on July 10, 2026. Investigative activities included documentation of the accident scene, wreckage examination, evidence collection, and witness coordination.

On-scene investigative activities continued through July 11, 2026.

No determination of probable cause has been made at this stage of the investigation.

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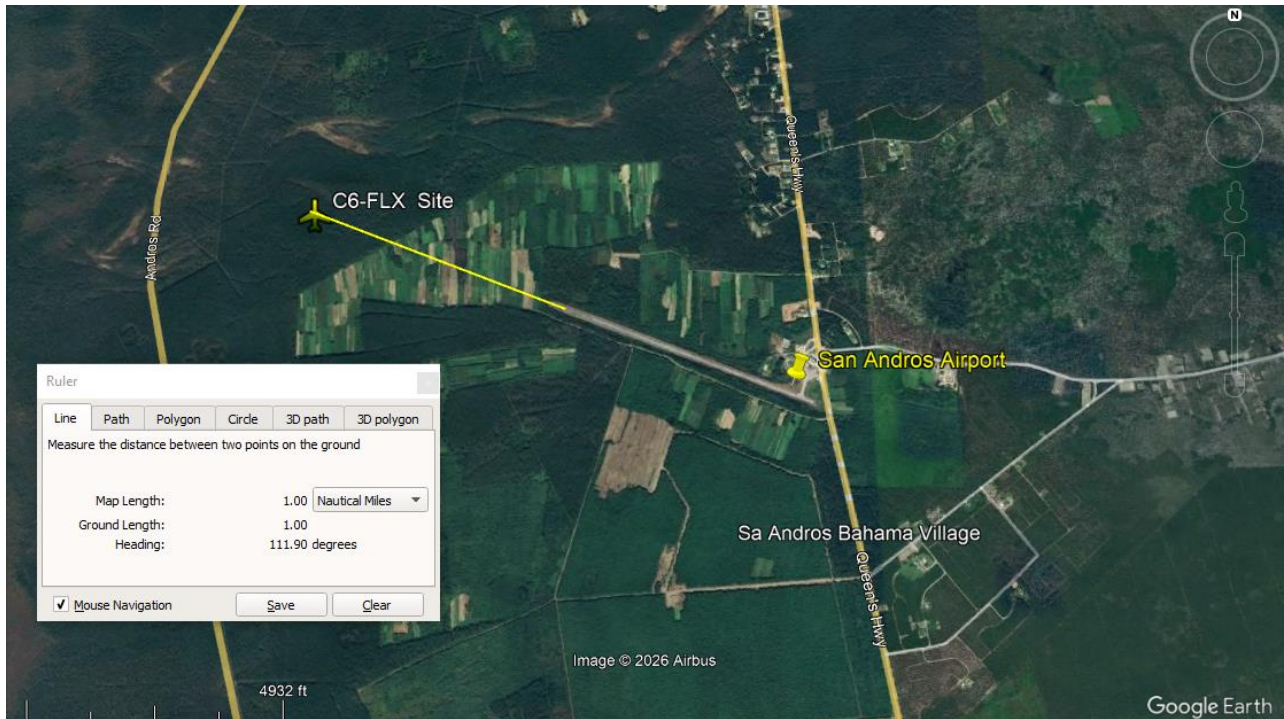


Fig.3: Google earth imagery of C6-FLX crash site in relation to MYAN

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

Injuries to Persons

Injuries	Crew	Passengers	Total
Fatal	1	9	10
Serious	0	0	0
Minor	0	0	0
None	0	0	0
TOTAL	1	9	10

Table 1: Crew and Passengers Injuries



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Airman Information

The pilot in command of the aircraft was 45 years of age at the time of the accident. He possessed a Commercial Pilot certificate issued by the Civil Aviation Authority Bahamas (CAA-B) on the 30th December 2025 with an expiration date of 30th December 2030.

He possessed airplane single engine, multiengine and instrument ratings. Additionally, aircraft type ratings for the DHC-8 and ATR 42/72 were held. The following remarks were applied to the pilot's license:

1.) *Valid when accompanied with a current Class 1 Medical Certificate; and*

2.) *DHC-8 Second-In-Command only.*

Endorsement held was *"Flight Crew Radio Operator privileges authorized"*.

The pilot in command of the aircraft possessed a Class 1 Medical certificate issued by the Civil Aviation Authority Bahamas (CAA-B) on the 5th January 2026. The limitation, *"Must Wear Corrective Lenses"* was applied.

The most recent training activity by the pilot in command prior to the accident flight was a pilot proficiency check for commercial air transport for the Cessna 402C aircraft that was conducted on the 29th April 2026. The proficiency check was completed satisfactorily.

The pilot in command of the aircraft was documented to have had over 13,000 hours of total flight time including approximately 10,000 flight hours on the DeHavilland Dash 8-300, approximately 1,680 flight hours on the ATR 600 42/72, and approximately 200 flight hours on the Cessna 402C.



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Aircraft and Owner / Operator Information:

Aircraft Manufacturer Cessna	Registration C6-FLX
Model / Series 402C	Aircraft Category Commercial Air Transport
Operator Flamingo Air Limited	Air Carrier Operating Certificate Yes

At the time of the accident, Flamingo Air Limited was authorized to perform commercial air transport operations as defined in the Operations Specifications in accordance with Civil Aviation Authority Bahamas (CAA-B) Civil Aviation Regulations (CAR) OPS 1.

Flamingo Air approved operations included scheduled and non-scheduled (charter) commercial flights for passengers, cargo and emergency medical services.

Authorized Aircraft			
Manufacturer	Cessna	Beechcraft	DeHavilland
Model/Series	402C	BE99	DHC6
Registration	C6-FLN	C6-FLO	C6-FLV
	C6-FLX	C6-FLI	
		C6-FLR	
		C6-MMK	
		C6-OFM	

Table 2: Flamingo Air Ltd. Fleet

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Fig. 4: Photo of C6-FLX

C6-FLX	Manufacturer	Model	Serial number	Aircraft Total Time	Time since Major Overhaul	Date
Aircraft	Cessna	402C	402C-0628	16314.0		06/16/2026
Engine	Continental	TSIO-520VB (Left)	290439-R		864.2	06/16/2026
		TSIO-520VB (Right)	1035915		1750.9	06/16/2026

Table 3: Aircraft airframe and engine times (hours)



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Aircraft Description

The Cessna 402C is a 6 to 10 place, all-metal, low-wing airplane utilized for passenger and cargo operations. The fuselage and empennage are of semi-monocoque construction. The wing and horizontal and vertical tail surfaces are of conventional aluminum construction. The wing uses 2 main spars which attach to the carry-thru spars. The retractable landing gear is a tricycle design using air-over-oil shock struts.

The flight controls consist of the ailerons, elevators, and rudder and their respective trim systems. The flight controls are actuated by the cockpit controls using cables and bell cranks. The fuel system consists of two main tanks, two fuel selectors, emergency cross-feed shutoff valves and the necessary components to complete the system. The main fuel tanks are an integral portion of the sealed wet wing that supply fuel to their respective engine with fuel for normal operations.

The airplane is equipped with two 6-cylinder, turbocharged, fuel-injected engines. Each engine is rated at 325 horsepower at 2700 RPM and 39.0 inches Hg. Manifold pressure for takeoff and engine inoperative power and 310 horsepower at 2600 RPM and 39.0 inches Hg. Manifold pressure for maximum normal operating power. Each engine is provided with an oil pump, fuel pump, vacuum pump, hydraulic pump, propeller governor, tachometer generator, starter and alternator.

Meteorological Information and Flight Plan:

Conditions at Accident site	Condition of Light
Visual Meteorological Conditions	Day
Observation facility	Observation Time
Elevation 16 feet (MYNN)	1600 UTC
Distance from Site	Temp /Dewpoint
32 nautical miles	32 °C/23 °C
Lowest Cloud Condition	Wind Direction/ Speed
FEW025	150/16 knots



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Lowest Ceiling**Visibility**

>6 statute miles

Altimeter Setting

30.14 in. Hg

**Type of flight Plan
Filed**

Visual Flight Rules

Departure Point

Lynden Pindling Int'l
Airport (MYNN), Nassau,
Bahamas

Destination

San Andros Airport
(MYAN), San Andros,
Andros, Bahamas



Aircraft Accident Investigation Authority
of The Bahamas

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Aerodrome Information

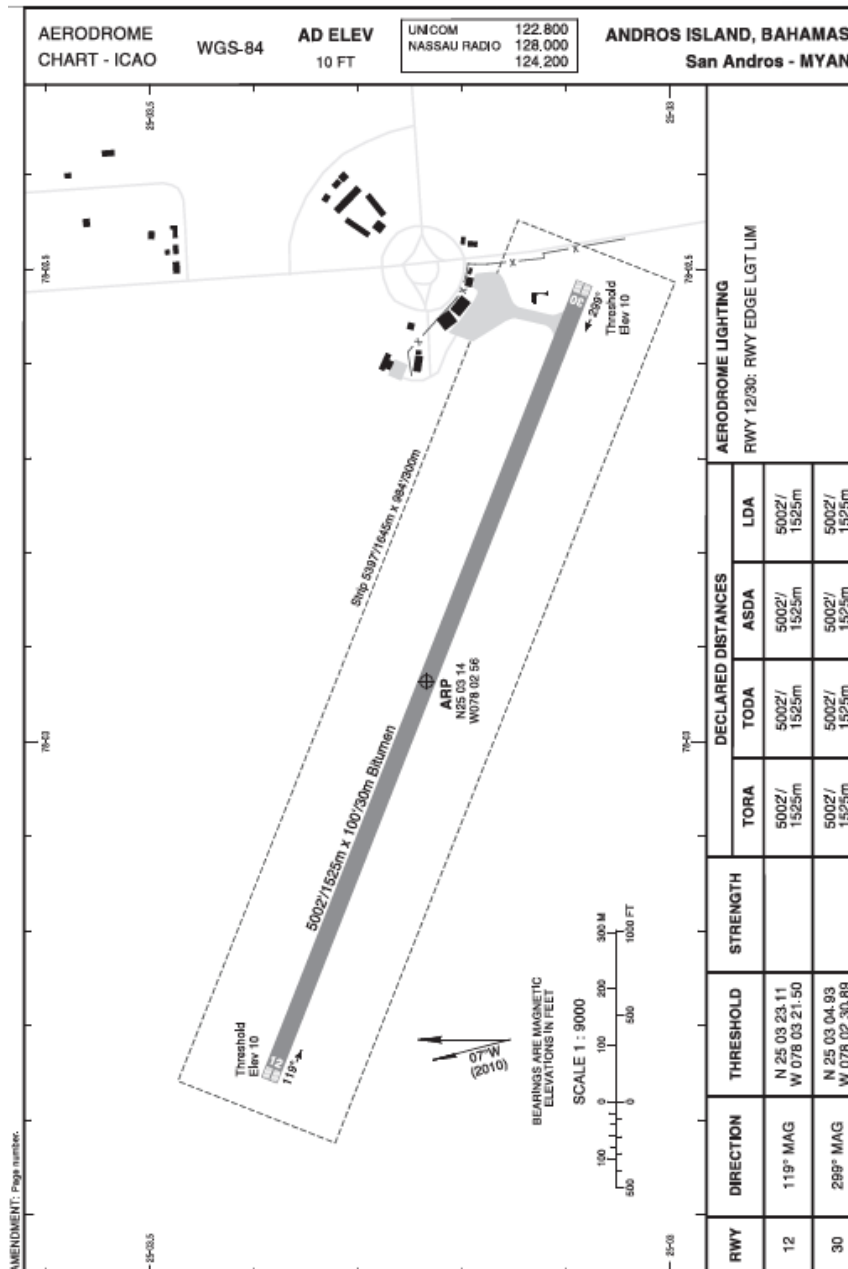


Fig. 5: Taken from Bahamas Aeronautical Information Publication AMDT 0125



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The San Andros Airport (MYAN) is a government owned aerodrome located on the island of Andros within the Commonwealth of The Bahamas. It serves as a Port of Entry facility that is operated between the hours of sunrise and sunset.

It is serviced by one bitumen⁴ surfaced runway of designation 12/30 with dimensions of 5,002 feet by 100 feet. It has a field elevation of 10 feet and only Visual Flight Rules (VFR) traffic is permitted. Rescue and firefighting equipment available is a fire extinguisher 300 lbs. Purple K. Aerodrome Category for firefighting NIL.

Flight Recorders

The aircraft was not equipped with a flight data recorder⁵ (FDR) or a cockpit voice recorder⁶ (CVR). Neither recorder was required by the relevant aviation regulations.

Wreckage and Impact Information:

Crew Injuries 1 Fatal	Aircraft Damage Aircraft Destroyed
Passenger Injuries 9 Fatal	Aircraft Fire Yes
Ground Injuries Not Applicable	Distance from Aerodrome 1 nautical mile
Total Injuries 10 Fatalities	Latitude, Longitude 25° 3'42.59"N 78° 4'27.24"W

⁴ Bitumen - is a versatile, black, sticky, and highly viscous liquid or semi-solid form of petroleum used in various applications including construction of roads and runways

⁵ Flight Data Recorder (FDR) - device used to record specific aircraft performance parameters. The purpose of an FDR is to collect and record data from a variety of aircraft sensors onto a medium designed to survive an accident.

⁶ Cockpit Voice Recorder (CVR) - a device used to record the audio environment in the flight deck for accident and incident investigation purposes

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The aircraft wreckage came to rest flatly in a heavily wooded area at coordinates 25° 3'42.59"N 78° 4'27.24"W at a distance of approximately 1 nautical mile from runway 12 at the San Andros Airport (MYAN), San Andros, Andros, Bahamas.

Aerial drone photos suggest that the possible initial point of aircraft impact with the top of trees were at coordinates 25° 3'42.42"N 78° 4'28.17"W. From this initial point of contact with trees, the aircraft forward motion continued as it made further contact at the mid and lower levels of a stand of pine trees.

Subsequently, the aircraft shifted from its path of alignment with runway 12 at MYAN to ultimately coming to rest oriented facing a magnetic heading of approximately 185°. Preliminary observations of fire signature markings on the aircraft wreckage suggests that a post-crash fire ensued. The main debris zone was confined to an area of approximately 2,455 square feet. There were several fell trees within the main debris zone with a few of them observed to be laying perpendicular to and on top of the aircraft wreckage.

Within the main debris zone, evidence of fire and associated damage to the environment were noted by the charred barks of tree trunks as well as the observed brown colored foliage on the tops of trees. The outer debris zone extended to cover an area of approximately 15,500 square feet in which the furthest piece of aircraft debris (left wing navigation light) was observed at a distance of approximately 85 feet from the main wreckage.



Fig. 6: (Left) drone view of aircraft initial point of contact; (Right) drone view of main debris zone

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Based on the distribution of the wreckage, it would appear that a low velocity, low angle impact would have occurred.

The fire that ensued destroyed the fuselage of the aircraft. The left engine was damaged by a combination of fire and impact forces. The left propeller was observed still attached to the propeller hub with minimal signs of impact damage to the three (3) propeller blades.

The right engine was extensively damaged by a combination of fire and impact forces. The right propeller remained attached to the propeller hub with substantial signs of impact damage to all three (3) propeller blades. All three (3) propeller blades were observed twisted and bent.



Fig. 7: Distribution of C6-FLX wreckage at crash site

The nose and main gear were all observed in the extended position as well as both flaps. This would suggest that the aircraft was configured for landing prior to impact.



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Regulatory Oversight

The Civil Aviation Authority Bahamas (CAA-B) most recent Air Operator Certificate (AOC) to Flamingo Air Limited was issued on the 30th April 2026 with an expiration date of 30th April 2028.

At the time of the accident, the aircraft had a valid Certificate of Registration issued on the 17th April 2024 with an expiration date of 30th April 2027 and also a valid Certificate of Airworthiness issued on the 1st May 2026 with an expiration date of 31st May 2029.

Prior to the fatal accident involving C6-FLX, there was one (1) suspension of operations levied against Flamingo Air Limited by the Civil Aviation Authority Bahamas (CAA-B) in October 2023.

In the aftermath of the fatal accident involving C6-FLX, the Civil Aviation Authority Bahamas (CAA-B) issued an immediate suspension of operations to Flamingo Air Limited on the 10th July 2026 as a precautionary safety measure given the two (2) safety related occurrences that took place on that date.



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Administrative Information:

Investigator in Charge

Kendall Dorsett Jr.

Additional Information

Accredited Representative

Bob Gretz – National Transportation Safety Board (NTSB) United States of America

Technical Advisers

Jay Ferrell – Continental Motors

Henry Soderlund – Textron

Publishing information

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This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed. This report contains only factual information obtained within the first 30 days of this occurrence. No conclusions, contributing factors or probable cause have been issued at this stage.

About the AAIA

The Aircraft Accident Investigation Authority (AAIA) is the independent accident investigation agency under the Bahamas' Ministry of Transport (MOT) charged with the responsibility of investigating all aviation accidents and serious incidents in the Bahamas.

The AAIA does not investigate for the purpose of apportioning blame or to provide a means for determining liability.



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The AAIA performs its functions in accordance with the provisions of the Aircraft Accident Investigation Authority Act 2019 and Regulations 2021, International Civil Aviation Organization (ICAO) Annex 13 and, where applicable, relevant international agreements.