

Monday May 28th

To whom it may concern:

On Wednesday the 23rd of May 2012 at approximately 16.00 EDT after fueling N207JB myself and Captain Leonardo Romero boarded the aircraft for our flight from KOPF to KPMP. I closed the door and checked for a green light to ensure that it was secured. The captain taxied the aircraft and I read the before take-off checklist. Once cleared to take off the captain taxied the plane onto the runway and gave me the controls. We took off and were cleared to 2000 ft on 090 heading. We were then handed off to Miami approach. They gave us a heading of 350 and 3000 ft. Upon reaching 3000 ft approximately 3 minutes into the flight there was a very loud bang and followed by inaudible microphone transmission due to wind. The Captain immediately took the flight controls as we realized the main passenger door had separated from the aircraft.

Captain Romero declared a Mayday several times. He instructed me to squawk 7600 and get the KFLM tower frequency and see if we can establish communication with them. Unable to communicate we chose to land in KFLM while still transmitting blind. We visually cleared the final for runway 9L and looked for light gun signals from the tower. We landed safely on 9L and taxied to Bombardier with the assistance of the airport ground crew.

Sincerely,
Gearoid O'Ceabhuill
CPL, CFI [REDACTED]

REPORT ON INCIDENT ON MAY 23, 2012. N-207JB

On May 23, 2012 at around 15:45 (approx.) local time, we departed on N-207JB, Challenger 601.

From KOPF to KPMP, departed on runway 09, we initially climb runway heading to 2000 Ft, change frequency to departure, we were giving a few heading to the North, north west, and climb to 3000 ft.

About 3 min into the flight we heard a loud bang, and a rush of air enter the cabin, we realized we lost the main cabin door, at that moment we were about 4NM south of KFL, and we decided to make the emergency landing into that airport.

The noise in the cockpit was so loud that we could not hear the radio, we tried a few frequencies, but no contact.

But my primary concern, was the possible damage to the aircraft tail, and land the airplane as soon as possible. With a safe landing, and everyone on board safe on the ground.

The day started in Las Vegas with a departure at 8am to Opa Loca KOPK everything was normal, the complete flight went without an incident, landing in KOPF about 15:15pm local time, drop the Pax, added 300 gallons of fuel and left to reposition the airplane back to its base in KPMP.

The flight from KOPF to KPMP was flown by Second in command, Cap. Gearoid Oceabhuill from the right seat. Everything to the moment of the incident was normal with out any concerns or abnormalities.

Leonardo Romero
ATP