



# Aviation Investigation Final Report

<b>Location:</b>	ROCHESTER, New York	<b>Incident Number:</b>	BF093IA057
<b>Date &amp; Time:</b>	March 23, 1993, 06:50 Local	<b>Registration:</b>	N496UE
<b>Aircraft:</b>	BRITISH AEROSPACE BAE3201	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Scheduled		

## Analysis

ACCORDING TO THE PILOT, AFTER THE MAIN CABIN DOOR WAS CLOSED BY RAMP PERSONNEL, HE HAD A DOOR AJAR WARNING LIGHT ON THE CAP PANEL. HE REPORTED HE HAD FLOWN THE SUBJECT AIRCRAFT FOR FOUR LEGS THE PREVIOUS DAY AND A SIMILAR SITUATION OCCURRED ON THREE OF THOSE LEGS, SO HE PULLED THE CIRCUIT BREAKER AND RESET IT AFTER 10 SECONDS. THE DOOR LIGHT WAS EXTINGUISHED, AND THE PILOTS PROCEEDED TO TAKEOFF. DURING THE CLIMB, WHILE PASSING THROUGH 4000 FEET ABOVE THE GROUND, A POPPING SOUND WAS HEARD FOLLOWED BY A RAPID DECOMPRESSION. THE PILOTS NOTED THAT THE MAIN CABIN DOOR WAS AJAR, BUT FOR SAFETY REASONS, THEY DID NOT GO TO INSPECT THE DOOR. THE PILOTS SLOWED THE AIRPLANE TO 130 KNOTS INDICATED AIRSPEED, AND AFTER LANDING, THEY NOTED THE DOOR HAD SEPARATED FROM THE AIRCRAFT. SEARCH EFFORTS WERE MADE AND THE DOOR WAS LOCATED IN A FIELD ALONG THE PATH OF THE FLIGHT. THE DOOR WAS FLOWN TO SCOTLAND FOR FURTHER EXAMINATION AT JETSTREAM AIRCRAFT LIMITED; HOWEVER, THE EXAMINATION DID NOT DISCLOSE EVIDENCE OF MECHANICAL MALFUNCTION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: FAILURE OF THE MAIN CABIN DOOR TO BE ADEQUATELY SECURED FOR FLIGHT FOR AN UNKNOWN REASON.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: CLIMB - TO CRUISE

### Findings

1. (C) DOOR - NOT SECURED
2. DOOR - SEPARATION

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	November 2, 1992
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4670 hours (Total, all aircraft), 2600 hours (Total, this make and model), 4200 hours (Pilot In Command, all aircraft), 210 hours (Last 90 days, all aircraft), 48 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BRITISH AEROSPACE	<b>Registration:</b>	N496UE
<b>Model/Series:</b>	BAE3201 BAE3201	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	900
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	21
<b>Date/Type of Last Inspection:</b>	March 12, 1993 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	16204 lbs
<b>Time Since Last Inspection:</b>	61 Hrs	<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	3144 Hrs	<b>Engine Manufacturer:</b>	GARRETT
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TPE-331-124AR
<b>Registered Owner:</b>	ATLANTIC COAST AIRLINES	<b>Rated Power:</b>	1020 Horsepower
<b>Operator:</b>	ATLANTIC COAST AIRLINES	<b>Operating Certificate(s) Held:</b>	Commuter air carrier (135)
<b>Operator Does Business As:</b>	UNITED EXPRESS	<b>Operator Designator Code:</b>	VTZA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ROC ,559 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	06:50 Local	<b>Direction from Accident Site:</b>	1°
<b>Lowest Cloud Condition:</b>	Scattered / 15000 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Overcast / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	-3°C / -7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BUFFALO , NY (BUF )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>		<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	06:29 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Precautionary landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	43.229324,-77.660102(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Johnson, Beverley
<b>Additional Participating Persons:</b>	DICK LANCELL; ROCHESTER , NY
<b>Original Publish Date:</b>	November 3, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=11877">https://data.ntsb.gov/Docket?ProjectID=11877</a>

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