



Aviation Investigation Final Report

Location:	Melbourne, Florida	Accident Number:	ERA23LA248
Date & Time:	May 26, 2023, 09:58 Local	Registration:	N680CB
Aircraft:	RAYTHEON AIRCRAFT COMPANY B300	Aircraft Damage:	Minor
Defining Event:	Part(s) separation from AC	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the multiengine turboprop airplane was flying over the ocean at FL340 when he heard an “explosion.” He quickly donned his oxygen mask, declared an emergency with air traffic control, and descended to 12,000 ft. The pilot subsequently diverted the flight and landed the airplane uneventfully. After landing he observed that the airstair door had completely separated from the fuselage.

The inflight separation of the airstair door and resulting depressurization of the airplane’s cabin constituted substantial damage to the airframe. Post accident examination of the airplane revealed that portions of the airstair door hinges remained attached to the fuselage, the airstair door handle anchor had failed, and the door damper support was bent and its upper bolt sheared. The six door plate strikers on the fuselage were undamaged. The airstair door was not recovered and the condition of its securing mechanisms could not be examined. Given this information, the reason for the inflight separation of the door could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

An inflight separation of the airplane’s airstair door for undetermined reasons.

Findings

Not determined

(general) - Unknown/Not determined

Factual Information

History of Flight

Enroute-cruise	Part(s) separation from AC (Defining event)
-----------------------	---------------------------------------------

Pilot Information

Certificate:	Airline transport	Age:	74, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	December 15, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 14, 2022
Flight Time:	11127 hours (Total, all aircraft), 835 hours (Total, this make and model), 11127 hours (Pilot In Command, all aircraft), 61 hours (Last 90 days, all aircraft), 42 hours (Last 30 days, all aircraft), 7.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	RAYTHEON AIRCRAFT COMPANY	Registration:	N680CB
Model/Series:	B300	Aircraft Category:	Airplane
Year of Manufacture:	2006	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	FL-499
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	February 28, 2023 Annual	Certified Max Gross Wt.:	16500 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	3604 Hrs as of last inspection	Engine Manufacturer:	P&W
ELT:	C126 installed, not activated	Engine Model/Series:	PT6A-67A
Registered Owner:	DALKS LEASING INC	Rated Power:	1200 Horsepower
Operator:	DALKS LEASING INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MLB,22 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.83 inches Hg	Temperature/Dew Point:	26°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Treasure Cay, OF (MYAT)	Type of Flight Plan Filed:	IFR
Destination:	Greer, SC (GSP)	Type of Clearance:	IFR
Departure Time:	08:45 Local	Type of Airspace:	Class A

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	28.104631,-80.643145

Administrative Information

Investigator In Charge (IIC):	Boggs, Daniel
Additional Participating Persons:	Hugo Villanueva; FAA/FSDO; Orlando, FL
Original Publish Date:	August 10, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=192247

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).