



# Aviation Investigation Final Report

<b>Location:</b>	Melbourne, Florida	<b>Accident Number:</b>	ERA23LA248
<b>Date &amp; Time:</b>	May 26, 2023, 09:58 Local	<b>Registration:</b>	N680CB
<b>Aircraft:</b>	RAYTHEON AIRCRAFT COMPANY B300	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>	Part(s) separation from AC	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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
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## Factual Information

### History of Flight

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

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

## Meteorological Information and Flight Plan

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

## Wreckage and Impact Information

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

## Administrative Information

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

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](#).