



SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Date of Accident	26 October 2000	Time of Accident	0645 Z		
Aircraft Registration	ZS-NXI	Type of Aircraft	Beech E90		
Name of Owner		Name and Number of Operator			
Blossom Furniture CC		Rossair Executive Charter (Pty) Ltd			
Pilot-in-command Licence Type	Transport Pilot	Age	45	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours		12800	Hours on Type	242.8
Last point of departure	FALA				
Next point of intended landing	FASS				

Location of the accident site with reference to easily defined geographical points (GPS readings if possible)

Near Kuruman

Meteorological Information	Fine weather conditions prevailed at the time of the accident.				
Number of people on board	2+5	No. of people injured	Nil	No. of people killed	Nil

Synopsis

The aircraft was on a domestic charter flight from Lanseria airport to Sishen when the accident occurred. The aircraft was established in the cruise at FL 200 when the cabin door light illuminated (indicating that it was not closed properly). The cabin pressure altitude was increased to 10000 ft AMSL, reducing the pressure differential to approximately 3.5 pounds per square inch. Approximately 15 minutes from Sishen, the pilot started the descent. As the aircraft descended through 15000 ft a loud bang was heard as the cabin door blew open and separated from the aircraft. The pilot continued with the approach and an uneventful landing was executed at Sishen. No other damage was caused to the aircraft and no injuries were sustained.

On inspection of the aircraft, it was evident that no mechanical failure of the locking mechanism on the aircraft side (not the door side) occurred, as all six latches were in position.

Seeing that all catches are inter-connected to a single handle, it has to be assumed that the handle was not secure and crept into the "open" position during the flight causing all the latches to open. Unfortunately the door was never recovered and it was not possible to establish whether the locking mechanism was in proper working order and operating satisfactorily.

Probable Cause

Undetermined.