



National Transportation Safety Board Aviation Accident Final Report

Location:	FARMINGTON, NM	Accident Number:	FTW95LA088
Date & Time:	12/15/1994, 1050 MST	Registration:	N39ZV
Aircraft:	BEECH 1900D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	15 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Scheduled

Analysis

AS THE AIRPLANE ROTATED FOR LIFTOFF, THE AFT CARGO DOOR OPENED AND A PIECE OF BAGGAGE FELL ONTO THE RUNWAY. POST ACCIDENT INSPECTION DISCLOSED DAMAGE TO THE PRESSURE VESSEL AND DORSAL FIN. THE CREW REPORTED THAT THE CARGO LIGHT WAS NOT ILLUMINATED; HOWEVER, IT DID ILLUMINATE WHEN THE CREW ATTEMPTED TO PRESSURIZE THE AIRCRAFT. A CHECK OF THE CARGO DOOR AFTER LANDING DEMONSTRATED THAT THE LIGHT INDICATION OPERATED AS DESIGNED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: GROUND PERSONNEL FAILED TO PROPERLY SECURE THE CARGO DOOR.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) DOOR,CARGO/BAGGAGE - NOT SECURED
2. (C) AIRCRAFT SERVICE - IMPROPER - GROUND PERSONNEL

Factual Information

On December 15, 1994, approximately 1050 mountain standard time, a Beech 1900D, N39ZV, was substantially damaged when the aft cargo door opened during takeoff at Farmington, New Mexico. There were no injuries to the two pilots and 13 passengers. Instrument meteorological conditions prevailed.

According to Mesa Airlines, the airplane was operating as United Express flight 7549, a regularly scheduled domestic passenger flight from Farmington, New Mexico, to Durango, Colorado. As the airplane was rotated for liftoff, the aft cargo door opened and a piece of baggage fell onto the runway. This was corroborated by witnesses. The pilot elected to continue the takeoff, then returned for an uneventful landing. Post accident inspection disclosed damage to the cargo door frame, pressure vessel, and dorsal fin. There was no evidence of failure or malfunction of the cargo door locking system.

In the pilot/operator report, the captain said the airplane took off and climbed to an altitude of 100 to 200 feet. When he tried to pressurize the airplane, he heard a loud noise and the cargo door annunciator light illuminated.

During the interview the crew stated that prior to takeoff the baggage door light was not illuminated and that it illuminated after becoming airborne. After landing they kept electrical power on and tested the door, when the door was open the light illuminated and when it was closed it did not.

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	31, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last Medical Exam:	01/18/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3500 hours (Total, all aircraft), 3000 hours (Total, this make and model), 1500 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 160 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N39ZV
Model/Series:	1900D 1900D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	UE-39
Landing Gear Type:	Retractable - Tricycle	Seats:	21
Date/Type of Last Inspection:	12/06/1994, Continuous Airworthiness	Certified Max Gross Wt.:	16950 lbs
Time Since Last Inspection:	98 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	4314 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-67D
Registered Owner:	MESA AIRLINES, INC.	Rated Power:	1279 hp
Operator:	MESA AIRLINES, INC.	Air Carrier Operating Certificate:	Commuter Air Carrier (135)
Operator Does Business As:	UNITED EXPRESS	Operator Designator Code:	MASA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FMN, 5503 ft msl	Observation Time:	1047 MST
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	-1° C / -10° C
Lowest Ceiling:	Broken / 1200 ft agl	Visibility	30 Miles
Wind Speed/Gusts, Direction:	8 knots, 90°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	(FMN)	Type of Flight Plan Filed:	Company VFR
Destination:	DURANGO, CO (DRO)	Type of Clearance:	IFR
Departure Time:	1040 MST	Type of Airspace:	Class G

Airport Information

Airport:	FOUR CORNERS REGIONAL (FMN)	Runway Surface Type:	Asphalt
Airport Elevation:	5503 ft	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	Visual
Runway Length/Width:	6702 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	13 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	15 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT,	Adopted Date:	05/18/1995
Additional Participating Persons:	KARRY D RAY; ALBUQUERQUE, NM		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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