

ACCIDENT

Aircraft Type and Registration:	Turbolet Let L 410 UVP-E, OK-RDA	
No & Type of Engines:	2 Walter 601-E turboprop engines	
Year of Manufacture:	1986	
Date & Time (UTC):	28 April 2008 at 1003 hrs	
Location:	En route from Belfast City to Ronaldsway, Isle of Man	
Type of Flight:	Commercial Air Transport (Passenger)	
Persons on Board:	Crew - 2	Passengers - 16
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to right nose baggage door	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	44 years	
Commander's Flying Experience:	7,452 hours (of which 4,440 were on type) Last 90 days - 130 hours Last 28 days - 53 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During the departure from Belfast City Airport the right nose baggage door opened in flight. The aircraft continued its flight to the Isle of Man where it made an uneventful landing. One piece of baggage was subsequently found to be missing. The incident occurred because the right nose baggage door had probably been incorrectly closed prior to departure.

History of the flight

The commander was a company line training captain who was carrying out line training of the co-pilot on the scheduled flight from Belfast City Airport to the Isle of Man (Ronaldsway). The aircraft departed from Runway 22 at Belfast City at 0914 hrs and was handed over to Aldergrove approach at 0917 hrs, who gave

clearance to proceed to the Isle of Man. Shortly after this, whilst the aircraft was in the area of the south-west corner of Strangford Loch, the right nose baggage door opened. The crew reduced speed to 120 kt and, as there was no vibration and the door appeared to be stabilised in the open position, decided to continue to their destination. They did not declare an emergency and at 0923 hrs informed Aldergrove approach that they would like to continue the flight at a speed of 120 kt. When the controller asked if the aircraft had a problem, he received the reply: "YES I DO CONFIRM WE HAVE A RIGHT NOSE LUGGAGE HOLD DOOR OPEN THIS IS AN UNPRESSURISED AIRCRAFT BUT AT THIS SPEED IS STABLE NOT VIBRATING SO WE'LL CONTINUE TO DESTINATION". The co-pilot monitored the open door

during the remainder of the flight. On the approach to Ronaldsway the crew requested, and were given, a wide vectoring for a long final with all turns to the left for a left-hand circuit. They also requested a runway inspection after landing to ensure that nothing had fallen from the aircraft. This was subsequently carried out by the airport fire service who found no debris on the runway.

The airport Duty Manager at Ronaldsway was notified at 0950 hrs that the aircraft was landing with an open baggage door. From his position in the control tower, he could see that the door was open and a holdall was hanging out of the aircraft. One piece of baggage was subsequently found to be missing, which the commander believed might have been mislaid by the ground handling agency at Belfast City Airport. Figure 1 shows the position of the right nose baggage door after arrival at Ronaldsway.



Figure 1

Nose baggage door after arrival at Ronaldsway

Engineering inspection

The operator's maintenance engineer inspected the baggage door and reported that there were no defects with either the door or its locking device that would have prevented the door from locking. From photographs taken by the Airport Manager at Ronaldsway, it can be seen that whilst the locking device appeared to be locked from the outside, the hook on the mechanism had not engaged with the catch (Figure 2).

Securing of baggage door

A report from the Hungarian aircraft accident investigation authorities stated that it is standard practice in this airline for the baggage to be loaded through the left baggage door and that it is the co-pilot's responsibility to check that the nose compartment doors are closed and locked prior to departure. The fact that the door

did not open during the outbound journey suggests that it was probably opened at Belfast City Airport. Whilst the door locking mechanism appeared from the outside to have been locked, it is apparent, from the lack of damage, that the hook did not engage in the catch when

the locking mechanism was closed. A modification is available to fit a physical indicator to the front door locking mechanism, but the modification had not been incorporated on this aircraft.

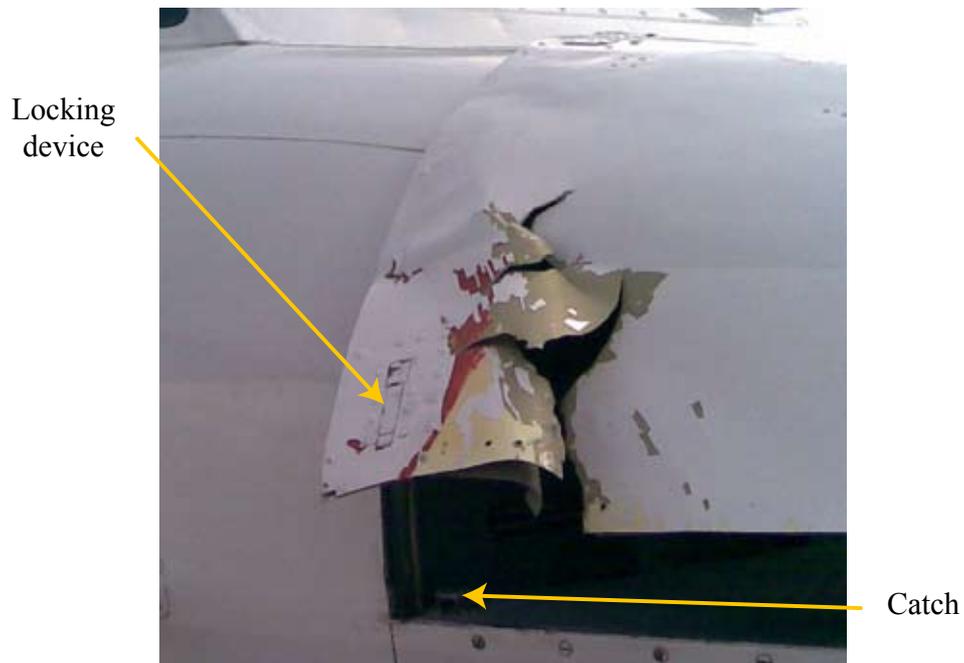


Figure 2
Door locking mechanism