

**Aviation Safety Investigation Report
199500883**

**SOCATA - Groupe Aerospatiale
Tobago**

27 March 1995

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199500883 **Occurrence Type:** Accident
Location: 2km W Tamworth
State: NSW **Inv Category:** 4
Date: Monday 27 March 1995
Time: 0942 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: SOCATA - Groupe Aerospatiale
Aircraft Model: TB-10
Aircraft Registration: VH-YTQ **Serial Number:**
Type of Operation: Instructional Solo
Damage to Aircraft: Substantial
Departure Point: Tamworth NSW
Departure Time: 0941 EST
Destination: Tamworth NSW

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Student	14.0	14

Approved for Release: Wednesday, June 5, 1996

The left side cabin door opened in flight, shortly after take-off. The pilot reduced power and attempted to close the door. When he found he was unable to close the door against the aerodynamic forces, he transmitted a "MAYDAY" call, advising of his intention to force land the aircraft. The aircraft was landed in a paddock with a soft surface, resulting in the nose landing gear being torn off.

A post flight inspection found no defects with the door latches. It is likely that the pilot failed to latch the cabin door properly before flight.