

- The open door procedure varies with aircraft. You can try it ... but in every case your main job is to maintain aircraft control. (Wally, Catherine, David, and John)
- Closing an open door in flight is impossible in many aircraft. Unless you have a known procedure to close it, don't try. (David)
- This is an abnormal situation, but the airplane is still flyable. Don't create a bigger problem trying to fix a small one. (JP)
- At 100 feet AGL, this airplane will require double the book value of landing over a 50-foot obstacle plus the ground roll. There's virtually no chance of stopping on the runway. (Tom)
- The plane is flying and controllable, so try to keep your actions as normal as possible. (Tom and JP)
- Slowing down just a bit after reaching pattern altitude will relieve some of the pressure on the door without creating an abnormal flight profile. (John)
- I find it hard to imagine that an open gull wing door doesn't affect the flying characteristics in a noticeable way. I want to land as soon as possible. (Catherine)

*"On a discovery flight [in a Cessna 150], the door popped open and the passenger started screaming. So I opened my door far enough to suck hers closed. It was like a switch. Scream; don't scream. — David*

- Given the heat and the annoyance of the extra taxi time and waiting, this is a situation where an intersection departure is probably worth the risk. (David and Wally)
- Intersection departures are rarely worth the small time savings. Your life is worth the extra minutes. (Tom and Catherine)
- Review the satellite image for your departure airport to know what the overrun is on an aborted takeoff. (Catherine)
- Aborting a takeoff and landing on the remaining runway is much more difficult than people believe. (John and David)
- There are two or three gear up landings each year and about one loss-of-control crash every 18 months related to pilots getting distracted by an open door. (Tom)
- Passenger briefings should include staying calm if the door unlatches. (John and Tom)
- The most common time for a door to pop open is right at rotation. (David and Tom)

**EXPERT CHOICES**

- 2 Wally, David, JP, Tom
- 2\* John
- 3 1 Catherine

<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<p>Chop the power, push, and land on the remaining runway.</p>	<p>Keep it normal. Continue climbing and tell Tower you're remaining in the pattern to land.</p>	<p>Keep it normal. Continue climbing and tell Tower you're landing Runway 5 to get on the ground sooner.</p>	<p>Slow down to minimum speed and reduce loads on the door. Continue climbing and tell Tower you're remaining in the pattern to land (on either runway).</p>	<p>Activate the autopilot in pitch and roll mode. Reach up and try to grab the strap to close the door.</p>

\* Choice with a caveat