

From: [James Barsis](#)
To: [Zachary Adams](#); [Jeffrey Reed](#)
Subject: Cargo Ring Widget Failure
Date: Tuesday, December 26, 2017 1:17:43 PM

Zach,

Here is the chronological details of the flight.

1) Flight proceeded normally until a sound was heard that I and everyone else thought was the ladder falling over. Often when unloading cargo the ladder is laying down leaning against the wall of the plane. Occasionally people will forget to lay the ladder down on the floor prior to take off. When this happens the ladder falls over in flight making a loud clanging sound. This is the sound that was heard by everyone and everyone was in agreement that it sounded like the ladder falling over. The altitude where this occurred is harder to pin down. I think it was around 8 thousand feet. Initially the FO agreed. When we spoke to the cargo guy after returning to BET he seemed to think it was at a lower altitude. When I asked the FO again he seemed less sure. I was feeling sure about it, but given time I can second guess anything.

2) At approximately 10 thousand feet I noticed the cargo handler was out of his seat opening the cockpit door. I asked him what he was doing. He said he was going to check on the ladder to make sure it was secured. I said that was ok. We continued a normal climb profile.

3) In the climb out at FL 18-19.0 we received a master warning for cabin altitude. The FO and I donned oxygen masks, I informed ATC we needed an immediate descent to 10 thousand. We began an immediate descent. ATC asked if we were having a pressurization problem and I said we were. ATC then asked if we needed to declare an emergency I said not right at this moment. As we descended through about 12 thousand feet I went to go check on Doug. He was standing next to the pallet jack that he had just finished resealing. He showed me where it had hit the wall and I could see where it had damaged the bulkhead.

4) I took Doug back to the cockpit and contacted company. I asked FF for fuel numbers to ANC at 10 thousand feet. They informed me that I should have 3900 pounds of fuel remaining upon arrival in ANC. I felt that this did not leave me enough contingency fuel if something else went wrong. The decision was made to return to BET.

5) I contacted ATC and told them we needed to return to BET. While returning to BET and after discussing it with the FO we elected to declare an emergency.

6) We returned to BET.

Thank you,

James Barsis

