

Selected Smoke, Fire and Fumes Events in the United States and Canada, May–June 2010

Date	Flight Phase	Airport	Classification	Sub-classification	Aircraft	Operator
May 10	Cruise	—	In-flight systems check	Fumes in cabin	Boeing 747	Delta Air Lines
During cruise, a flight attendant reported a strong burning odor in the crew bunk area. The flight crew followed the quick reference handbook (QRH) procedures and shut off all recirculating fans. The smell then dissipated. The crew bunk area fan circuit breaker had activated, and the breaker was reset.						
May 12	Cruise	—	Diversion, unscheduled landing	Fumes in cockpit/cabin	Airbus A320	United Airlines
A burning odor was detected in the cockpit and cabin at cruise altitude. The odor increased when the cabin temperature was adjusted. Maintenance found that the cabin air recirculation fan was inoperative. They replaced the fan and both cabin air recirculation filters.						
May 13	Descent	—	In-flight systems check	Smoke/fumes in cockpit	Boeing 727	Amerijet
When the throttles were retarded for descent, a strange odor and haze were detected, followed by a short burst of smoke. The flight crew advanced and retarded the throttles, and more smoke appeared. Maintenance workers found that a defective hydraulic pressurization check valve was leaking hydraulic fluid into the no. 1 engine 13-stage bleed duct. They replaced the check valve, bleed valve controller and the high-pressure shutoff valve.						
May 20	Cruise	Philadelphia (PHL)	In-flight systems check	Smoke in cabin	Douglas DC-8	Air Transport International
During cruise, the left cabin air recirculation fan stopped working and emitted a smoke odor. The crew activated the left cabin air recirculation circuit breaker and landed in PHL without further incident. Maintenance replaced the left cabin air recirculation fan.						
May 21	Cruise	—	Unscheduled landing	Fumes in cockpit	Boeing 757	Delta Air Lines
One hour into the flight, the crew detected a burning odor in the cockpit. Maintenance checked multiple systems and replaced the left air cycle machine (ACM).						
May 28	Cruise	Houston (IAH)	Diversion, unscheduled landing	Smoke in cabin	Embraer 145	Continental Express Airlines
The crew reported a smoke odor in the front of the cabin. Maintenance removed and replaced a clogged tube from the water separator.						
June 9	Cruise	—	Unscheduled landing	Fumes in cabin	Boeing 767	Delta Air Lines
The flight was diverted because of an electrical burning smell in the rear of the business cabin area. Maintenance found chafed wiring on the seat power supply wiring at seat 5E. The chafed wiring harness was replaced.						
June 12	Climb	—	Unscheduled landing	Smoke in cabin	McDonnell Douglas MD-88	Delta Air Lines
After takeoff, the crew reported smoke in the cabin. The smoke dissipated but then returned. The flight was diverted. The maintenance facility performed a duct burnout.						
June 13	Descent	—	Unscheduled landing	Smoke/vapors in cabin	Embraer ERJ-170	
Passengers smelled and saw vapors coming from air gaspers at 12,000 ft, along with very hot air. An emergency was declared, followed by an uneventful landing. Maintenance found evidence of contamination of the no. 2 air conditioning pack. The air conditioning pack was repaired.						
June 16	Climb	Boston (BOS)	Unscheduled landing	Smoke in cabin	Boeing 767	Continental Airlines
An emergency was declared for smoke in the aft cabin. The flight crew dumped fuel and landed in BOS overweight. Maintenance found the right air conditioner pack ACM was faulty and replaced it.						
June 16	Cruise	—	Unscheduled landing	Smoke in cockpit	McDonnell Douglas MD-10	FedEx
The flight crew and a jump seat occupant smelled acrid smoke and an electrical odor. The crew declared an emergency and landed. Maintenance inspection findings were pending.						
June 23	Descent	—	Emergency declared	Smoke in cockpit	Boeing 757	United Parcel Service
During descent, the crew reported that the weather radar had failed, followed by smoke in the cockpit. They also noticed an electrical burning odor. Maintenance found that the flight deck smoke detector had failed and replaced it.						
June 28	Cruise	—	Unscheduled landing	Smoke in cabin	Boeing 737	Continental Micronesia
The no. 2 generator control unit emitted acrid smoke from a possible oil or electrical source. Maintenance found that the no. 2 generator control unit had burned out. They checked the wiring, found no evidence of heat damage, and replaced the no. 2 generator control unit.						
June 30	Cruise	Denver (DEN)	Diversion, unscheduled landing	Smoke in cockpit	Airbus A320	US Airways
The flight was diverted to DEN because of smoke in the cockpit and an electrical burning odor. Maintenance found evidence of electrical arcing on a pilot's map light and replaced the light assembly.						

Source: Safety Operating Systems and Inflight Warning Systems