

Selected Smoke, Fire and Fumes Events in the United States, February–March 2012

Date	Flight Phase	Airport	Classification	Subclassification	Aircraft	Operator
Feb. 6	Climb	—	Air distribution system	Smoke	Cessna 680CE	Executive Jet Aviation
<p>After takeoff and climbing through 10,000 ft, a passenger informed the flight crew of an odor and haze in the cabin. Both flight crewmembers saw a white/blueish haze, along with a strong pungent odor that was difficult to identify. One passenger complained of eye irritation. The copilot went aft to try to identify the source of the problem. The pilots ran the “Abnormal” checklist for environmental system smoke and an odor of unknown source. The flight was diverted.</p>						
Feb. 6	Cruise	Kansas City, Missouri (MCI)	Flight deck windows	Smoke	Embraer EMB-170	Republic Airlines
<p>While in cruise flight, pilots noticed an odor, although it was only perceptible in the flight deck. The crew decided to divert and declared an emergency. Maintenance performed an operations check of air conditioning systems and packs, ran the engines, and noticed that the windshield heater element was causing the odor. Maintenance replaced the captain’s windshield.</p>						
Feb. 7	Cruise	—	Flight compartment equipment	Smoke	Embraer EMB-135LR	American Eagle Airlines
<p>The crew reported a strong burning smell in the cockpit during flight, then declared an emergency and diverted. The aircraft was landed without further incident and removed from service. Maintenance performed a visual inspection of the internal air recirculation fan, found insulation tape obstructing the fan intake and removed the tape.</p>						
Feb. 19	Climb	—	Air distribution system	Smoke	McDonnell Douglas MD-11F	United Parcel Service
<p>After takeoff, when the air conditioning packs came on, smoke and fumes appeared briefly in the cockpit. The crew turned the packs to “econ off” and the smoke went away immediately. Fumes dissipated in 20 minutes. Maintenance checked the coalescer bags and found the bags clean. No debris or other abnormalities were found.</p>						
Feb. 21	Descent	—	Air distribution fan	Smoke	Boeing 737	Southwest Airlines
<p>At Flight Level (FL) 360, 15 mi from top of descent, cabin crew reported a strong burning odor in the vicinity of row 22. Technicians removed and replaced an equipment cooling fan.</p>						
Feb. 26	Climb	San Juan, Puerto Rico (SJU)	Engine oil system	Fluid loss, smoke	Cessna 690CE	Executive Jet Aviation
<p>During climbout through 5,000 ft, the cabin and cockpit started to fill with fumes and smoke, irritating the eyes and throats of both pilots. They donned oxygen masks. Bleed air for both engines was turned to the “OFF” position. The pilots declared an emergency and accomplished a successful landing. Technicians replaced the right engine.</p>						
Feb. 26	Cruise	Kansas City, Missouri (MCI)	Air distribution fan	Smoke	McDonnell Douglas MD-82	American Airlines
<p>The crew reported an odor in the cabin and flight deck. They declared an emergency and diverted the flight to MCI, where it was landed without incident. Maintenance found a tripped recirculation fan circuit breaker and the fan inoperative. They replaced the recirculation fan and filter.</p>						
Feb. 29	Descent	—	Air distribution fan	Smoke	Boeing 737	Southwest Airlines
<p>On descent, approaching Flight Level 200, a flight attendant reported hazy smoke and an acrid “burning plastic” smell. The pilots turned off the recirculation fan, declared an emergency and landed. Technicians replaced the recirculation fan.</p>						
March 2	Climb	Dallas-Fort Worth, Texas (DFW)	Cabin cooling system	Smoke, warning indication	Boeing 767	American Airlines
<p>The crew reported that the cabin gradually filled with oil fumes and smoke. The aft lavatory smoke detectors also began to chime. The crew declared an emergency and returned to DFW for an uneventful landing. Maintenance replaced the primary and secondary heat exchangers and air cycle machine.</p>						
March 5	Climb	—	Engine oil system	Smoke, unknown	Canadair CL-600	Atlantic Southeast Airlines
<p>After takeoff, the cabin filled with smoke. The crew declared an emergency and returned to the departure airport. Technicians found both engines had been “overserviced,” with oil drained excessively from the oil tanks. They serviced both engines’ tanks to the full mark, and replaced both coalescer bags.</p>						
March 10	Descent	—	Communication system wiring	Burning, smoke	Embraer EMB-145LR	Atlantic Southeast Airlines
<p>The crew reported that during descent, they perceived what smelled like an electrical fire. The aircraft was landed without incident, where maintenance inspected it and repaired wiring.</p>						
March 27	Cruise	—	Air distribution fan	Smoke	Boeing 777	Omni Air Express
<p>Cabin crewmembers reported electrical fumes. The fumes dissipated after the recirculation fans were selected “OFF.”</p>						

Source: Safety Operating Systems and Inflight Warning Systems