

Smoke, Fire and Fumes Events in the United States, September–October 2009

Date	Flight Phase	Airport	Classification	Sub-Classification	Aircraft Model	Operator
Sept. 9	Cruise	Atlanta, Georgia (ATL)	Unscheduled landing	Smoke in cockpit	Embraer EMB-145XR	Continental Express Airlines
"The crew reported an electrical burning odor in the cockpit and forward cabin during cruise, with a bleed 2 overheat warning on the EICAS. The aircraft was landed at ATL without incident."						
Sept. 13	Descent	Dallas/Fort Worth, Texas (DFW)	Emergency landing, return to airport	Smoke in cabin	Canadair CL-600	American Eagle Airlines
In icing conditions at 20,000 ft, the crew reported receiving an ant-icing message. The crew was descending the airplane to 11,000 ft when a bleed duct warning came on. The crew then ran an emergency checklist for the bleed duct warning. The first officer reported a noxious odor with fumes in the cabin. The crew declared an emergency and elected to return to DFW.						
Sept. 23	Cruise	Cincinnati/Northern Kentucky (CVG)	Return to airport, unscheduled landing	Sparking windshield	Canadair CL-600	Sky West Airlines
En route at Flight Level 350, the crew noticed windshield sparking. They turned off windshield heat. A couple of seconds later the outer ply of the windshield shattered. They consulted the quick reference handbook and landed normally at CVG.						
Sept. 24	Takeoff	NA	Aborted takeoff	Smoke in cockpit, smoke in cabin	Embraer EMB-145	American Eagle Airlines
During the takeoff at about 40 kt, the crew reported grayish-white smoke in the cockpit that increased rapidly. The crew elected to abort the takeoff. Smoke removal procedures were applied with the auxiliary power unit and packs, and the smoke cleared to 84 percent. A flight attendant confirmed smoke in the cabin but not in the lavatory.						
Oct. 1	Climb	Dallas/Fort Worth, Texas (DFW)	Return to airport	Smoke in cockpit, smoke in cabin	McDonnell Douglas DC-9	American Airlines
Approaching Flight Level 180, the crew started smelling fumes in the cockpit and flight attendants reported a burning odor getting stronger at the back of the cabin. The flight crew turned off the recirculation fan and returned to DFW.						
Oct. 1	Takeoff	Port Columbus, Ohio (CMH)	Emergency landing, return to airport	Smoke in cabin	Cessna 500	Corporate
Just after rotation, the cabin filled with smoke with an oily odor. The crew deployed passenger oxygen masks and conducted an emergency return to the airport.						
Oct. 3	Takeoff	White Plains, New York (HPN)	Continued to destination	Smoke in cockpit	Embraer EMB-190	JetBlue Airways
On takeoff from Orlando, Florida (MCO), there was a "pack 1 fail" EICAS message, an odor of smoke and a rumbling noise with the pack on. The crew consulted the quick reference handbook and the odor and noise ceased. The flight was continued to its destination.						
Oct. 6	Climb	Sitka, Alaska (KSIT)	Return to airport, unscheduled landing	Smoke in cockpit, smoke in cabin	Boeing 737	Alaska Airlines
On takeoff, the crew smelled smoke on the flight deck. Within two seconds, a flight attendant reported a smell of smoke throughout the cabin. The crew diverted back to the origination airport and accomplished the quick reference handbook "Smoke/Fumes or Fire in Flight Deck or Passenger Cabin" checklist.						
Oct. 9	Descent	NA	Emergency landing, return to airport	Smoke in cabin	Boeing 767	Delta Air Lines
A strong electrical burning odor was noticed at the top of descent, but it dissipated in five minutes. The odor returned and an emergency was declared. The crew found the left recirculation fan circuit breaker tripped and reset the circuit breaker.						
Oct. 13	Climb	NA	Emergency landing, diversion	Smoke in cockpit	Boeing 767	Delta Air Lines
On climbout, the crew observed a right automatic direction finder flag and fumes in the cockpit. The first officer's horizontal situation indicator also lost color and flickered. The crew also received a "cabin auto inop 1 and 2" message.						
Oct. 15	Cruise	NA	Unscheduled landing	Smoke in cockpit, smoke alert	Boeing 777	United Air Lines
Smoke was noted in the cockpit, and smoke alarms activated at Flight Level 320.						
Oct. 23	Descent	NA	Diversion, unscheduled landing	Smoke in cockpit, smoke in cabin	Embraer EMB-145	Continental Express Airlines
The crew reported a strong odor of smoke on the flight deck and in the cabin as soon as descent was started at Flight Level 250. The odor was described as acrid, like electrical smoke. The aircraft was landed without incident.						
NA = not available						
Source: Safety Operating Systems						