

Selected Smoke, Fire and Fumes Events in the United States, February–April 2010

Date	Flight Phase	Airport	Classification	Sub-classification	Aircraft	Operator
Feb. 1	Descent	Lubbock, Texas (LBB)	Normal landing	Smoke in the cockpit	Learjet 25	Corporate/ charter
The crew observed the distance measuring equipment display become extremely bright, followed by the circuit breaker tripping. The crew noticed an electrical smell and smoke in the cockpit that went away shortly after the circuit breaker tripped. No special handling was requested; landing was normal.						
Feb. 5	Climb	Houston (IAH)	Return to airport, unscheduled landing	Lavatory smoke	Boeing 757	Continental Airlines
The crew reported smoke in a lavatory. The aircraft returned to IAH, where it landed without incident. Maintenance technicians removed and replaced an engine.						
Feb. 11	Takeoff	Dallas (DFW)	Emergency landing, unscheduled landing	Smoke in cockpit, smoke warning	Embraer EMB-145	American Eagle Airlines
After takeoff, the crew detected and reported an odor of smoke; moments later, they received an engine indicating and crew alerting system lavatory smoke warning and the lavatory warning horn. The crew declared an emergency and returned to DFW.						
Feb. 17	Cruise	Washington (DCA)	Unscheduled landing	Fumes in cabin	Boeing 737	Allegheny Airlines
A flight attendant reported fumes in the aft galley. The flight attendant turned off galley power and the fumes dispersed. Later, flight attendants reported that the smell had returned. Recirculation fans were shut off and pack switches placed on "HIGH." The smell stopped and did not return. Maintenance technicians removed and replaced the cabin recirculation fan.						
Feb. 23	Climb	Denver (DEN)	Diversion, unscheduled landing	Smoke in cabin	Embraer EMB-190	Corporate/charter
The crew reported a burning smell in the cabin during the climb-out from DEN. The crew declared an emergency and returned to the airport. Maintenance found the ducting of Pack 2 damaged.						
March 5	Climb	San Juan, Puerto Rico (SJU)	Diversion, unscheduled landing	Smoke in cockpit and cabin	Embraer EMB-190	JetBlue Airways
Climbing through 10,000 ft, the crew reported an odor and visible indication of smoke in the cockpit and cabin. The aircraft was returned to SJU and an evacuation was accomplished. Maintenance technicians removed and replaced Pack 1.						
March 9	Descent	Chicago (ORD)	Emergency landing, unscheduled landing	Smoke in cockpit	Embraer EMB-145LR	American Eagle Airlines
During the descent, the crew reported the odor of smoke in the cockpit. The crew performed the procedures for cockpit smoke and fumes and aircraft operating manual procedures. The crew declared an emergency and the aircraft was landed at ORD without incident. The crew canceled the emergency while inbound after parking checks determined that the circuit breaker for the engine indicating and crew alerting system was tripped.						
March 27	Cruise	—	Unscheduled landing	Fumes in cockpit	McDonnell Douglas DC-8	Air Transport International
After 10 minutes of running the right recirculation fan, the crew sensed an electrical ozone odor. The right recirculation fan was turned off and the circuit breaker was tripped; the smoke and smell dissipated. Maintenance technicians replaced the right recirculation fan.						
April 4	Cruise	Madison, Wisconsin (MSN)	Emergency landing, unscheduled landing	Smoke in cabin	Embraer EMB-145LR	American Eagle Airlines
A flight attendant reported an electrical odor followed by smoke coming out of a passenger reading light. Other reading lights were flickering. The crew declared an emergency and diverted to MSN. Maintenance workers found a ballast with shorted connector and burning odor.						
April 5	Cruise	—	Diversion, unscheduled landing	Smoke in cockpit and cabin	Boeing 737	Southwest Airlines
An equipment cooling "OFF" light illuminated. Heat and smell dissipated immediately in the cockpit but smoke lingered in the cabin. Maintenance personnel found a normal equipment-cooling blower with a bad check valve. Maintenance removed and replaced the blower, check valve and high efficiency particulate arrestor filter.						
April 15	Cruise	—	Diversion, unscheduled landing	Fumes in cabin	Boeing 757	United Airlines
Fumes were reported in the cabin, and the flight was diverted. Maintenance technicians found that the equipment-cooling no. 1 supply fan had tripped the circuit breaker. Maintenance technicians replaced the cooling fan.						
April 17	Cruise	—	Diversion, unscheduled landing	Smoke in cockpit and cabin	Airbus A320	United Airlines
A smoke odor was detected in the no. 1 galley and cockpit. The crew accomplished the "Smoke-Cabin" procedures in the quick reference handbook and diverted. The crew turned off the avionics blower and extract fans. Smoke and vibration dissipated. Maintenance personnel found the avionics extract fan inoperable and replaced it.						
April 25	Climb	Savannah, Georgia (SAV)	Emergency descent, diversion	Fumes in cockpit	Learjet 45	Corporate/charter
During climb, a "R BLEED OVHT" amber light illuminated twice for several seconds and then extinguished. At Flight Level 450, a "PACK OVHT" amber light illuminated, preceded by fumes in the cockpit. The crew declared an emergency and diverted to SAV. Maintenance removed and replaced the right high-pressure valve and air cycle machine turbine.						

Source: Safety Operating Systems <www.safeopsys.com>

Edited and compiled by Rick Darby.