

Partial List of Smoke Events (1970 - 2008)

One of the Federal Aviation Administration's (FAA) important "minimum" safety requirements states that the failure of any system or component shall not have catastrophic consequences more than once in one billion flight hours.

According to recent Boeing data (covering all prominent transport aircraft manufacturers in the western world), virtually the entire transport fleet of the western world has not flown one billion flight hours in the last half century. Consequently, there should not have been a single accident due to the failure of equipment to enable pilots to see when there is accumulation of hazardous quantities of smoke in the cockpit.

Nevertheless, scores of accidents over the last 50 years have resulted, in which unstoppable blinding smoke in the cockpit was a cause or a factor. Numerous serious incidents also attest to the unsafe conditions. Not being able to see to fly or land an aircraft is below basic minimum FAA safety standards and has catastrophic consequences.

21 Feb 70

An American-made 4-engine jet transport crashed, 47 dead. Last transmissions from aircraft:

"...emergency we have...smoke on board I can't see anything...is crashing...good bye everybody...good bye everybody...reducing power we cannot see anything can you give me a low altitude?"

11 Jul 73

An American-made 4-engine jet transport crash landed, 122 dead. ALPA reported, ***"...smoke in the cockpit made the situation so intolerable that the captain decided to make a forced landing. He had to open the sliding cockpit window to maintain ground reference."***

03 Nov 73

An American-made 4-engine jet transport crashed, crew died (no passengers, only cargo). Reports reveal: ***"The smoke venting system didn't work well enough to clear the cockpit in time. The plane landed 262 feet short of the runway."***

06 Oct 76

An American-made 4-engine jet transport crashed, 73 dead. Final accident report: ***"Finally it became impossible to see the flight instruments because of smoke."***

Recommendations from accident report: ***"The criteria for the certification of large Commercial aircraft should include requirement for a positive means of smoke removal, particularly from the cockpit area."***

02 Jun 83

An American-made 2-engine jet transport made an emergency landing because of an in flight fire, 23 dead. The chairman of the National Transportation Safety Board testified during US congressional hearings: ***"The smoke in the cockpit had by this time become so thick that the captain had difficulty seeing his airspeed indicator during final approach."***

23 Sep 83

An American-made 2-engine jet transport crashed, 111 dead. CAA report: ***"CVR (Cockpit Voice Recorder) indicates crew unable to see instruments due (to) smoke."***

31 Dec 85

An American-made 2-engine private aircraft crashed, 7 dead. Reports indicate: ***"There was smoke - and it filled the cockpit. The plane hit some high wires, then crashed into the ground and exploded."*** Tower recording from pilot, just prior to crash: ***"We have smoke in the cockpit! We have smoke in the cockpit!"***

02 Jul 86

A foreign-made 2-engine jet transport made a forced landing, 54 dead. CAA report: ***"...smoke on flight deck and cabin forced (to) land in forest..."***

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- 28 Nov 87 An American-made 4-engine jet transport crashed, 159 dead. Initial reports: **"Pilot radios of smoke in cockpit, then silence"**. Final accident report, Article 4.15, possible cause of accident, **"... disorientation consequent on reduced cockpit visibility in smoke ..."**
- 02 Feb 89 An American-made 2-engine jet transport made an emergency landing. Airline Incident Investigation Report: **"Smoke intensity on flight deck seriously impaired the Pilot's ability to see the flight instruments."**
- 17 Dec 89 A foreign-made 2-engine jet transport made an emergency landing (this aircraft type was certificated by FAA 6 months earlier, presumably in accordance with AC 25-9). ICAO Accident Summary: **"...in seconds, thick smoke severely impaired vision on the flight deck...by this time neither pilot could see each other...a visual landing was carried out with very limited visibility...Damage to aircraft - substantial."**
- 11 Jul 91 An American-made 4-engine jet transport crashed, 261 dead. Reports indicate: **"... severe smoke conditions on board the aircraft shortly before the burning plane plowed into the ground at 250 mph. and exploded...investigators have been unable to determine yet what caused the pilots to finally lose control ..."**
- 20 Dec 94 An American made 4-engine jet transport crashed. **"...the crew called to report smoke in the cockpit. There were no further messages from the crew."** The aircraft was later found in a marshy area 100 miles from the destination airport.
- 11 May 96 An American-made 2-engine jet transport crashed, 110 dead. The crew had major electrical failures when they reported **" Smoke in the cockpit" "smoke in the cabin"** and requested landing at closest available airport. FAA radar data shows the plane dove down and leveled off close to the ground. Eyewitnesses reported the plane flying level a few hundred feet above ground before it crashed at a steep angle into the Everglades. Experts say the CVR indicated the cockpit window was open. NTSB investigators found soot on cockpit and electrical bay wreckage. Subsequently **the NTSB issued recommendation 97-61 for the FAA to take action on the cockpit emergency vision technology.**
- 20 Feb 98 An American B-1 bomber crashed. **"...crew bailed when smoke filled cockpit."** The crew described **"...the smoke in the cockpit was so thick they weren't sure all had ejected safely..."**
- 02 Sep 98 An American-made 3-engine jet transport crashed, 229 dead. The crew requested an emergency landing because of **"smoke in the cockpit."** The crew donned their oxygen masks. Six minutes after radio contact was lost, the **plane crashed in the ocean.**
- 31 Mar 99 DOUGLAS DC-9. CREW HEARD A **LOUD POP AND SAW A FLASH OF LIGHT** FROM THE EPC CIRCUIT BREAKER PANEL. MINUTES LATER **ANOTHER POP AND FLASH. AN ACRID SMELL OF BURNING INSULATION.** (SDR: AALA990461)
- 18 Apr 99 DOUGLAS DC-873F ON FINAL APPROACH F/O REPORTED **SMOKE** AND S/O **SAW FLAMES BEHIND PANEL.** ACCOMPLISHED EMERGENCY LANDING (SDR: DHL99807002)

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- 02 Sep 99 BOMBARDIER CL600-2B19 THE CREW WAS INFORMED THAT THERE WAS **SMOKE IN THE CABIN AND IT WAS MOVING FORWARD**. CAPTAIN OPENED THE COCKPIT DOOR AND VISUALLY SAW **THICK SMOKE IN CABIN**. (SDR: ASOA99088)
- 15 Sep 99 **SMOKE EVIDENT IN COCKPIT**. CREW REQUESTED PRIORITY TO LAND AND FIRE EQUIPMENT. UPON SHUTDOWN, FIRE CREW AND STATION AGENTS OBSERVED **SMOKE 'BELLOWING'**. (SDR: ASOA990998)
- 17Sept 99 Part 121. McDonald Douglas MD-88. On departure climb, the flight attendants smelled **something burning**. Then a passenger noticed a **'glow'** in the right side air vent near his feet and reported that the cabin floor was warm. After landing an emergency evacuation was performed. (NTSB)
- 21 Sep 99 BOEING 757 MADE AIR TURNBACK - **CARGO FIRE WARNING WITH ACRID SMOKE**. ACFT EVACUATED ON TAXIWAY AFTER LANDING. (SDR: UPS99530652)
- 28 Mar 00 Part 121. Airbus 300-600. While on final approach to the airport, the flight declared an emergency due to **smoke in the cockpit**. (NTSB)
- 17 Jul 00 Part 135. Approximately 20 seconds after the pilot first advised the controller of an electrical fire, the pilot declared an emergency and advised the controller the flight was descending. The controller advised the pilot of a nearby grass airstrip to which the pilot questioned the location and, "...we need to land immediately." The controller again advised the pilot of the location of the grass strip; there were no further communications from the accident pilot. Witnesses located near the accident site reported **seeing smoke or what was described as "vapor trail" or "dust"** trailing the airplane before it impacted the water on Arkabutla Lake. Pilot killed. (NTSB)
- 08 Aug 00 Part 121. McDonald Douglas DC-9-32. Emergency landing made shortly after declaring an emergency due to an **in-flight fire and smoke in the cockpit**. An emergency evacuation was performed. Five passengers and one ground crewmember received minor injuries during the evacuation. The airplane **sustained substantial fire, heat, and smoke damage**. (NTSB)
- 01 Oct 00 Part 121. McDonald Douglas MD-80. According to the pilot, approximately 15 minutes into the flight, the **cockpit filled with smoke** and he heard a loud popping sound and saw **sparks** emitting from the jump seat area. The jump seat rider reported that he heard an **explosion** and leaned forward to avoid heat, which he felt on his left shoulder. When the jump seat rider looked at his left shoulder, **he noticed that his shirt was burning**. He extinguished the fire on his shirt, and put on his oxygen mask, since the cockpit was filled with smoke. The pilot declared an emergency and initiated a descending right turn. The flight diverted into Birmingham, Alabama, and landed without further incident. (Note: Four 50 amp CBs tripped.). (NTSB)
- 29 Nov 00 Part 121. McDonald Douglas , DC-9-82. During initial climb-out, the airplane was struck by lightning. Shortly thereafter, **dark smoke** entered the forward area of the passenger cabin. The crew declared an emergency and landed. Emergency evacuation made. (NTSB)
- 06 DEC 00 DOUGLAS DC DC-871F. **SMOKE & BURNING SMELL IN COCKPIT** COMING FROM OVERHEAD PANEL. CREW NEEDED TO WEAR O2 MASKS LAST 40 MIN OF FLT. (SDR: RRXA001085)
- 29 Dec 00 Part 121. Lockheed L-1011. Aircraft experienced an electrical discharge near the co-pilot's over window panel. **Sparks, smoke, and a strong acrid smell of electrical burning** were noted from near the co-pilot's over window panel. (NTSB)

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- 04 Jan 01 KHNL - Boeing 747-273C. **SMOKE IN THE COCKPIT** COMING FROM AFT END OF CENTER CONSOLE. (SDR: EIAA2001004, also see NTSB below dated 05 Jan 01)
- 05 Jan 01 Part 121. Boeing 747-200F. The flight engineer noted **smoke emanating from the center console**. (NTSB, also see SDR above EIAA2001004)
- 26 Mar 01 (CAN) Bombardier CL-6012A12. A TECHNICIAN WAS WORKING IN AFT FUSELAGE WHEN HE 1ST **SMELLED SMOKE**. HE THEN SAW A **WIRE BUNDLE ERUPTING INTO SPARKS & FIRE**. (SDR CA010706020)
- 14 May 01 Part 135. Pilot smelled a burning odor, then observed a **flame** coming from the main circuit breaker panel on the right side. While the pilot was talking to air traffic control, the flame extinguished leaving **smoke** in the cockpit. (NTSB)
- 25 May 01 Part 121. Boeing 727-233. During inspection ground personnel noticed **smoke** coming from the aft stairwell. Fire extinguishing agents were applied to the area and the fire was contained. (NTSB)
- 08 Jun 01 PILOTS SMELLED A BURNING ODOR, THEN SAW **SMOKE COMING FROM THE COCKPIT HEADLINER**. THEY NOTIFIED THE TOWER THAT THEY HAD SMOKE IN THE COCKPIT, PULLED OFF TO THE SIDE AND ASKED FOR THE FIRE TRUCKS TO STANDBY (PRECAUTIONARY. THE CAUSE OF THE SMOKE WAS DETERMINED TO BE THE EMERGENCY LIGHTING BATTERY PACK. SDR: OIB2001F00000)
- 26 Jun 01 ON APU START **SMOKE** WAS OBSERVED COMING FROM APU COMPARTMENT. **STARTER GLOWING RED**. FIRE DEPT DISCHARGED HALON INTO COMPT. CTC MTC ADVISED THERE WERE **FLAMES** INITIALLY WHEN DOOR WAS OPENED. (SDR: DLM90011069)
- 12 Jul 01 Part 121. McDonald Douglas MD-83. Aircraft experienced a catastrophic failure of the left engine while flying at 31,000 feet. The flightcrew heard a thud and noticed that the left engine was surging. **White smoke filled the cabin and cockpit**. The flightcrew donned their oxygen masks, declared an emergency and initiated an emergency descent to Kansas City International Airport (MCI), Kansas City, Missouri. (NTSB)
- 02 May 02 McDonald Douglas DC-982. **HEAVY SMOKE IN CABIN** RIGHT AFTER TAKEOFF. RETURNED AND LANDED. (SDR AALA20020889)
- 07 May 02 <http://en.wikipedia.org/wiki/China_Northern_Flight_6136>. A McDonald Douglas MD-82 operated by China Northern Airlines was due to land at Dalian Airport at 9:40pm local time while on a flight from Beijing. At 9:20, the Captain reported a **'cabin fire'** to air traffic controllers, and four minutes later, at 9:24, radio contact was lost as the aircraft disappeared from radar. The aircraft crashed into the Yellow Sea about 6 miles off the Dalian coast. All **103 passengers and 9 crew members were killed**.
- The Chinese government, on December 7, 2002, issued a report which blamed the crash on a fire started intentionally by passenger Zhang Pilin, a terminally ill cancer patient.
- 13 May 02 (CAN) Boeing 767-3Y0 ON FINAL APPROACH AFT CARGO FIRE AND WARNING INDICATED. QUICK REFERENCE HANDBOOK PROCEDURE CARRIED OUT, FIRE EXTINGUISHING SYSTEM ACTIVATED AND EMERGENCY DECLARED. AFT CARGO FUSELAGE FRAME STA 1395, RBL 0 TO 36 FOUND **BADLY WARPED AND HEAT DAMAGED** ALSO LOWER SIDE OF CARGO FLOOR PANEL AT SAME LOCATION FOUND SCORCHED. (SDR CA020528010)

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- 27 Jun 02 Beech 300. **WHITE SMOKE FILLED CABIN** FROM BACK. (SDR: RU3A02004)
- 02 Jul 02 Part 121. Boeing 767-300. Crew and passengers noticed a strong electrical odor. There was also **hazy smoke** in the cabin near the over wing emergency exits. The flight crew declared an emergency, dumped fuel, and diverted. (NTSB)
- 05 Jul 02 Piper PA34200. ON APPROACH TO LANDING, PILOT REPORTED ELECTRICAL FIRE UNDER INSTRUMENT PANEL. **COCKPIT FILLED WITH SMOKE AND FLAMES** WERE NOTED UNDER PANEL BEHIND GLOVE BOX. PILOT WAS ABLE TO LAND THE AIRCRAFT BUT THE **FIRE DESTROYED THE AIRCRAFT.** (SCR 2002FA0000851)
- 25 Sep 02 McDonald Douglas DC871F. **SMOKE** STARTED TO EMIT FROM THE CENTER CONSOLE. FLIGHT CREW NOTICED **SMALL FLAMES** AND EXTINGUISHED THEM WITH A HALON FIRE BOTTLE. MADE EMERGENCY LANDING AT ELP. (SDR IXXA02000740)
- 06 Nov 02 Piper PA31350. PILOT NOTICED **SMOKE AND FIRE IN CABI.** PILOT DECLARED EMERGENCY, SHUT OFF ALL ELECTRIC POWER AND LANDED AIRCRAFT. FOUND PASSENGER ENTERTAINMENT SPEAKER LOCATED RIGHT SIDE PAX CABIN AT STATION 209, BURNED OUT. **FIRE DAMAGE TO SURROUNDING INTERIOR PANEL FABRIC APPROX 12 SQ INCHES AND ADJACENT PAX SEAT CUSHION.** (SDR: F2P2002F00001)
- 28 Dec 02 Douglas MD-11. DECLARED INFLIGHT EMERGENCY, **SMOKE** IN COCKPIT. IN FLIGHT, THE **SMOKE KEPT INCREASING,** RETURNED TO BASE. USED EMERGENCY ESCAPE SLIDE TO EGRESS ON RUNWAY. (SDR 02FDEA00979)
- 11 Jan 03 Part 121. Boeing 757-222. Flight attendant called from the aft cabin and stated there was a **fire** in the left aft lavatory, and that another flight attendant was fighting the **active flames** with a Halon extinguisher. The captain declared an emergency, requested priority handling for landing at SLC, and made an uneventful landing. An examination of the airplane revealed the lavatory toilet water level sensor was charred and melted. On further examination, the top left corner of the circuit board in the sensor was melted and consumed. Portions of several wires that had solder attachments to the circuit board at the melted area, including a 115-volt AC input wire and a 28-volt DC ground wire were melted and consumed. The left side of the circuit relay, adjacent to the consumed area of the circuit board, was melted and had melted solder on its exterior. The left hexagon-shaped screw, one of the two screws that mount the relay to the circuit board, was also melted. The manufacturer determined the melting point of the screw was **between 2,550 and 2,650 degrees F.** The investigation team determined that for these temperatures to occur, one of the wires in the area of the left screw would have had to arc. (NTSB)
- 10 Apr 03 Part 121. Airbus A300F4-605R. During climb out, the flight crew declared an emergency due to **smoke in the cockpit** and returned to the departure airport for a normal landing, after which the emergency evacuation slides failed to inflate. (NTSB)
- 13 Aug 03 Part 121. Bombardier CL6002B19. Crew experienced **smoke in the cockpit.** The flight diverted to Raleigh Durham International Airport, and landed without further incident. Maintenance personnel found heat damage that centered around the left utility bus electrical relay. The laboratory's examination revealed that all of the thermal damage, melting, charring and arcing, evidence showed that thermal event originated internally or on an external relay terminal. (NTSB)

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- 24 Sep 03 Sikorsky S-76A (helicopter). IN CRUISE FLIGHT, SMELLED SMOKE AND SAW **SMOKE FLOWING OUT OF OVERHEAD QUADRANT**. EXECUTED TURN AROUND TO INTRACOASTAL AND SMOKE STOPPED. FIRE EXTINGUISHER CIRCUIT BREAKERS POPPED. RETURNED TO INTRACOASTAL, EVERYTHING ELSE NORMAL INDICATIONS.
(SDR: ALG2003F00102)
- 25 Sep 03 Part 121. McDonald Douglas, MD-80. Fumes and **smoke in the cabin** after powering back from the gate. The airplane was about 200 feet from the jetway when the captain initiated an emergency evacuation. The airplane was not damaged, and 8 of the 89 passengers sustained minor injuries during the evacuation.
(NTSB)
- 16 Jan 04 SEA - FLIGHT 2431 - Bombardier DHC8401. FLIGHT ATTENDANT NOTICED **SMOKE** AND A **ONE INCH FLAME** COMING FROM THE MAIN CABIN DOOR HINGE BRUSH GUARD. **TWO** FIRE EXTINGUISHERS WERE USED TO PUT FLAME OUT.
(SDR: QXEA200400035)
- 21 Mar 04 McDonald Douglas, DC-931. COCKPIT CREW REPORTED **HEAVY SMOKE AND SPARKS** COMING FROM THE CENTER CONSOLE WHILE AT CRUISE. FLIGHT DIVERTED TO AN UNEVENTFUL SAFE LANDING AT GRR. Part causing difficulty: Autopilot control panel shorted.
SDR MALA040561
- 05 Mar 04 Part 121. Boeing 717-200. According to the captain, during the climb out from runway 26L at approximately 200 feet, the number 6 display unit on the pilot's instrument panel went blank and the engine alert display left generator off alert displayed. The first officer requested radar vectors from the Atlanta Tower. After contacting the tower the airplane had a **complete electrical power failure**, and communications with the Atlanta Tower was lost. Emergency electrical power was restored shortly after the electrical failure. The flight attendants advised the captain that there was **smoke** in the aft part of the cabin area. The captain and first officer "smelled an electrical burning smell", and declared an emergency. The captain returned to the airport and made an emergency landing, and evacuated the airplane on runway 9R. Probable cause: Failure of the tantalum capacitor and the permanent magnet generator input transformer which resulted in total electrical system failure.
(NTSB)
- 27 Apr 04 Fokker, F-27MK500. Part 121. Fedex flight 7145, an F-27-500, N715FE, operated by Mountain Air Cargo, Inc., departed Buenos Aires, Argentina, for Porto Alegre, Brazil, at approximately 0450Z on 4-27-04. About 45 minutes into the flight while in cruise at 17,000 feet, the flight crew received information about an **onboard fire**. The jumpseater, who was also a company F-27 captain, went to the rear of the airplane and reported fire toward the rear of the cargo compartment. The flight crew declared an emergency and requested vectors to the nearest airport. Air traffic control suggested Montevideo, Uruguay, which was 92 miles away, but the flight crew requested a closer airport.
- The jumpseater went back to the cargo compartment with a hand-held fire extinguisher to deal with the fire, which was burning between zones "E" and "F". ATC eventually notified the flight of a small airport in Melo, Uruguay. After some delay the **lights of the airport were turned on by an individual at the airport**, and the flight landed on runway 07. The **crew evacuated the airplane through the cockpit emergency exit due to the heat and smoke** in the cargo area.
- The local fire department responded and hosed the cargo compartment through the forward crew door. The rear door was opened enough to insert a hose, and the fire was eventually put out.
- The investigation is being conducted by officials from the government of Uruguay. The NTSB has assisted the investigation with readouts of the flight recorders and examination of some of the burned debris.
(NTSB and SDR 0400469960)
- 18 Aug 04 EZE - Boeing 767-323. **TEN MINUTES AFTER TAKEOFF STRONG ELECTRICAL SMOKE SMELL IN COCKPIT. PERFORMED ELECTRICAL FIRE AND SMOKE EMERGENCY**

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CHECKLIST BUT SMOKE NEVER ABATED. RETURNED TO EZE AND LANDED WITHOUT INCIDENT. FOUND SOURCE OF SMOKE IN J5 TERMINAL AT RIGHT HAND WINDSHIELD.
(SDR: AALA20040866)

23 Aug 04 Boeing 757-223. ON LANDING RT RECIRCULATION FAN FAILED AT TOUCHDOWN AND ON TAXI IN **SMOKE** IN CABIN AND **UNABLE TO CLEAR**. FOUND EVIDENCE OF A FIRE IN THE CENTER EQUIPMENT BAY THAT BURNED THE INSULATION BLANKETS IN THE BAY. Part causing difficulty: Right Recirculation fan failed.
(SDR AALA20040900)

10 Sep 04 Embraer 110P1. FLIGHT WITH CARGO ON BOARD, PILOT SAID RADAR SCREEN WENT BLANK. SHORTLY AFTER HE SAID THE COCKPIT STARTED TO **FILL UP WITH SMOKE**. RADIOED TOWER AND DIVERTED FROM INTENDED DESTINATION TO CLOSEST AIRPORT. LANDED WITHOUT INCIDENT WITH THE LOCAL FIRE DEPT STANDING BY. MECHANIC DROVE TO INSPECT THE AIRCRAFT. FOUND WHEN POWER WAS APPLIED WITH THE RADAR ON. THE INDICATOR WOULD START TO **SMOKE SIGNIFICANTLY**.
(SDR BQT2004F00000)

23 Feb 05 Boeing 737B7. AFTER LANDING CREW STOPPED A/C ON TAXIWAY & REPORTED TO INBOUND RAMP, FIRE & SMOKE IN COCKPIT. CREW STATED, "ON TAXI-IN, FIRE ERUPTED FROM F/O LWR C/B PNL. USED PORTABLE HALON FIRE EXTINGUISHER & EVACUATED A/C. ENG 1 & 2 & APU FIRE EXTINGUISHER BOTTLES DISCHARGED. ALL 4 ESCAPE SLIDES ACTIVATED FOR EVACUATION." Probable cause: Circuit breaker burned.
SDR: SB05032)

27 Feb 05

MCO - Boeing 757-223. AFTER INTERMEDIATE LEVEL OFF AT FL220 **SMOKE IN COCKPIT VERY SUDDEN & EVIDENT. SMOKE PERSISTED 20 PLUS MINUTES THROUGH LANDING.** SMOKE DETECTED COCKPIT THEN FIRST CLASS F/A THEN MID CABIN. F/A REPORTED SEEING HAZE IN CABIN.
(SDR: AALA20050161)

20 Apr 05

Part 135. Cessna T210N. The pilot lowered the landing gear on a 3.5 mile extended left base. He said that he was cleared to land by air traffic control (ATC). He checked the landing gear down indication lights, and when he looked up again, **black smoke** was coming from the dash. He looked down at the control pedestal and saw smoke and fire; he said **black smoke immediately eliminated outside visibility**. The pilot said that the **passenger** reported seeing the runway out his open window. The pilot landed the airplane, which bounced, and on the second touchdown the front nose gear collapsed and the airplane skidded to a stop. He and the passenger exited the airplane, which subsequently was **consumed by the ensuing fire**.

Probable cause: An airborne fire which was fueled by leaking hydraulic fluid (the ignition source for the fire was undetermined) from the landing gear hydraulic system located under the cockpit instrument panel due to inadequate maintenance from other maintenance personnel. Contributing factors were the hydraulic fluid and the pilot's hard landing due the airplane's control not being possible subsequent to the **loss of external visibility caused by smoke in the cockpit**. (NTSB)

07 Feb 06

Part 121. McDonald Douglas, DC-8-71F. UPS Aircraft landed at its destination airport, Philadelphia International Airport, after a **cargo smoke indication** in the cockpit during the approach. The captain, first officer, and flight engineer evacuated the airplane after landing. The flight crewmembers sustained minor injuries, and the **airplane and most of the cargo were destroyed by fire** after landing.
(NTSB)

19 Mar 06

Part 121. Bombardier CL-600-2B19. While climbing through 17,000 feet, the captain smelled **smoke**. A few seconds later **flames and smoke** started shooting out of the lower left windshield. The captain believed it was the windshield heat unit.
(NTSB)

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- 02 Jul 06 Cessna 525. WHILE TAXIING NOTICED A SMELL OF ELECTRICAL SMOKE THAT DISSIPATED. WHEN REAR BAGGAGE COMPARTMENT DOOR WAS OPENED, COMPARTMENT WAS FULL OF SMOKE & ELECTRICAL SMELL. (SDR DJFA2006279)
- 15 Sep 06 Boeing 737. WHILE MAINTENANCE PERSONNEL WERE PERFORMING A ROUTINE POST FLIGHT INSPECTION, A TECHNICIAN NOTICED SMOKE AND FUMES COMING FROM TWO OF THE FORWARD CABIN SPEAKERS (LOUNGE AREA). ONE SPEAKER EMITTED A FLAME APPROXIMATELY 2 TO 3 INCHES IN LENGTH. THE TECHNICIAN QUICKLY SHUT DOWN ALL AIRCRAFT ELECTRICAL POWER, AND RETURNED TO THE DAMAGED SPEAKER AREA WITH AN ONBOARD FIRE EXTINGUISHER. (SDR: 2006FA0000922)
- 11 Jun 07 Part 135. Piper PA-32-300. Pilot heard a loud bang. The passenger cabin started to fill with smoke, and he saw fire at his feet. He reduced the throttle, and landed on the airport runway. In his haste to depart the airplane, he did not turn the fuel off, and he left the electric fuel boost pump on. He said after exiting the airplane, he saw a large pool of fuel forming under the airplane, and smoke continued to emanate from the passenger cabin door. The pooled fuel ignited, burning the airplane. The passengers said they first noticed the smoke in the rear of the passenger cabin, and that the smoke propagated forward until they could no longer see the pilot. (NTSB)
- 10 Jul 07 Part 91. Cessna CE-310R. On 10 July 2007, about 0835 eastern daylight time, a Part 91, CE-310R. Cessna Aircraft Company 310R, N501N, part of the fleet operated by the National Association for Stock Car Auto Racing (NASCAR) corporate aviation division, crashed while performing an emergency diversion to Orlando Sanford International Airport, Orlando, Florida. The two pilots on board the airplane (a commercial pilot and an airline transport pilot) and three people on the ground were killed. Four people on the ground received serious injuries. The airplane and two homes were destroyed by impact forces and a postcrash fire
- The Safety Board's full report is available at http://www.nts.gov/publicn/A_Acc1.htm. The Aircraft Accident Report number is NTSB/AAR-09-01. (NTSB)
- 20 Aug 07 Part 121. Boeing 767-323. While en route, the flight crew received overheat status messages accompanied by popped circuit breakers. The flight crew followed proper procedures. When on the ground at FRA, while taxiing to the gate, the crew started the airplane's auxiliary power unit. Shortly after starting the APU smoke began to appear in the cabin. The flight crew proceeded immediately to the gate and expedited getting the passengers off the airplane. (NTSB)
- 25 Sep 07 Cessna 152. (CAN) DURING TAKEOFF, SMOKE AND SPARKS NOTICED FROM BEHIND AREA WHERE LANDING LIGHT SWITCH IS LOCATED. A FIRE HAD STARTED RIGHT BEHIND THE LANDING LIGHT SWITCH AND WAS EXTINGUISHED USING THE ONBOARD FIRE EXTINGUISHER. (SDR: CA071002003)
- 01 Nov 07 Boeing 757-224. WINDOW AREA AT THE LT FORWARD OVERWING EXIT GOT HOT ENOUGH TO SCORCH THE SHADE AND PILLOW THERE WAS A SPOT AFT OF THE EXIT ON FUSELAGE INTERIOR THAT GOT EXCEPTIONALLY HOT. (SDR: CALA0700665)
- 14 Dec 07 Part 121. Boeing 777-222. Aircraft sustained minor damage when smoke entered the cabin during approach for landing at O'Hare International Airport (ORD). The captain stated that while on approach for landing he was informed that the cabin was filling with smoke. The flight attendant commented that she could not see the aft end of the airplane due to the density and that it was getting worse. The cabin crew was unable to determine the source of the smoke. The captain elected to declare an emergency and to get the airplane on the ground ASAP. 1 serious injury. (NTSB)

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- 30 Jan 08 Part 121. Boeing 757-200. During cruise flight the crew experienced **smoke in the cockpit**, none of it coming from an obvious place, followed by the fracture of the inner pane of the first officer's windshield. They declared an emergency and diverted the airplane to a local airport where an uneventful landing was made. Examination of the widow revealed evidence of arcing at the windshield heat terminal locations and inner pane fracture initiation beneath the upper, forward terminal block. The initiation point for the arcing at both terminal locations could not be identified due to the damage sustained. **Serious injury to one** of the 264 passengers and crew during evacuation. (NTSB)
- 14 Apr 08 Boeing 757-222. STRONG ELECTRICAL ODOR AND **SMOKE** COMING FROM BACK OF FIRST OFFICER'S INSTRUMENT PANEL. EXTINGUISHED **FLAMES** WITH FIRE EXTINGUISHER BOTTLE. FOUND SHORTED WIRING IN HARNESS LEADING TO WIPER MOTOR. FOUND FO'S WIRE HARNESS BURNED BEHIND CENTER UPPER DISPLAY PANEL. (SDR: 2008UALA02158)
- 27 Jun 08 (CAN) Bombardier, BD1001A10. CREW REPORTS THEY WERE ON TAXI WAY, HAVING JUST LEFT THE FBO WHEN **THICK GREY SMOKE** STARTED ROLLING OUT OF THE VENTS. THE CABIN FILLED UP QUICKLY ENOUGH THEY WERE STARTING TO HAVE **TROUBLE BREATHING**. ONLY THING THEY MANAGED TO DO WAS SHUT DOWN AND GET OUT OF ACFT. RAMP AGENT FOR THE FBO DROVE UP IN A TRUCK, SAW WHAT WAS GOING ON, AND CALLED THE FIRE DEPARTMENT. (SDR: CA080711004)

End of Listing

Last updated: March 2009