

Fokker F27 Mark 050, EI-FKE

AAIB Bulletin No: 6/2000 Ref:EW/G99/11/13 Category:1.1

INCIDENT

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| Aircraft Type and Registration: | Fokker F27 Mark 050, EI-FKE |
| No & Type of Engines: | 2 Pratt & Whitney Canada PW-125B turboprop engines |
| Year of Manufacture: | 1991 |
| Date & Time (UTC): | 22 November 1999 at 0828 hrs |
| Location: | Bristol Airport |
| Type of Flight: | Public Transport |
| Persons on Board: | Crew 3 - Passengers - 50 |
| Injuries: | Crew None - Passengers - None |
| Nature of Damage: | Minor |
| Commander's Licence: | Airline Transport Pilots Licence |
| Commander's Age: | 34 years |
| Commander's Flying Experience: | 4,284 hours (of which 1615 were on type) Last 90 days - 130 hours Last 28 days - 32 hours |
| Information Source: | Aircraft Accident Report Form submitted by the pilot |

The aircraft had arrived at Bristol from Dublin, taxied to StandE4 and the normal shut down checks had been completed. The Air Side Safety Unit (ASSU) then advised ATC that there was a hot wheel on the Fokker aircraft and the Airport Fire Service deployed Fire 1 to attend. The Captain was informed by a Redcap that there was a hot wheel on the left side of the aircraft. As Fire 1 parked behind the aircraft a flash fire ignited on the left main landing gear. By this time, some passengers had already begun a normal disembarkation. ATC declared a full emergency and further fire vehicles responded. The Captain was informed that fire vehicles were in attendance and the fire was quickly extinguished. An emergency evacuation was commenced although most passengers had disembarked normally, some 4 or 5 passengers jumped from the right side rear door.

The Captain believed that a higher than normal power setting had been used for the taxi in, which resulted in excessive use of the wheel brakes leading to the subsequent overheat and flash fire.