

MD 80, OY-KGZ

AAIB Bulletin No:	10/99	Ref:	EW/G99/07/08	Category:	1.1
Aircraft Type and Registration:	MD 80, OY-KGZ				
No & Type of Engines:	2 Pratt & Whitney PW JT80-217C turbofan engines				
Year of Manufacture:	1985				
Date & Time (UTC):	1 July 1999 at 1744 hrs				
Location:	London Heathrow Airport				
Type of Flight:	Public Transport (Passenger)				
Persons on Board:	Crew - 8 - Passengers - 130				
Injuries:	Crew - 1 Minor - Passengers - 3 Minor				
Nature of Damage:	Minor, to air conditioning system				
Commander's Licence:	Airline Transport Pilot's Licence				
Commander's Age:	37 years				
Commander's Flying Experience:	8,890 hours (of which 428 were on type)				
	Last 90 days -				
	Last 28 days - 51 hours				
Information Source:	Aircraft Accident Report Form submitted by the pilot				

After a normal engine start, and with the auxiliary power unit (APU) running for supplemental air conditioning, the aircraft began to taxi from Stand H9. It had travelled only a short distance when the flight crew were advised by the purser that thick white smoke had appeared in the aft end of the passenger cabin and was spreading forward rapidly. The commander responded by bringing the aircraft to a halt and ordering an emergency evacuation. The Airport fire and rescue services, police and airport staff were quickly on the scene and the evacuation, which was reportedly completed in about one minute, was conducted in an orderly and professional manner by the cabin crew. Both front exits and both overwing exits were used in the evacuation, in addition to the rear left and tail exits. One cabin attendant and three passengers sustained only minor injuries which were described as a bruised knee, a grazed knee and hand, and one injured heel. Those injured declined hospital attendance and accepted treatment from the medical staff on site. Later that evening, the passengers completed their journey to Oslo in another company aircraft.

Since an initial inspection of the aircraft revealed no evidence of fire, the operator conducted an investigation into the source of the reported smoke. The preliminary findings were that the 'smoke' had been produced by water which had collected in the coalescer bag of the left air conditioning system. This bag had become free from its support and had been lying against a system relief valve. Oil was also found to be leaking from the turbine housing of the left air pack system. On the following day, after the defective components had been replaced the air conditioning system was

tested, with both engines and the APU running, and operated satisfactorily. The aircraft was subsequently returned to service and no further related problems were reported.