

## Boeing 747-236B, G-BDXL

**AAIB Bulletin No:** 10/99      **Ref:** EW/G99/08/28      **Category:** 3

**Aircraft Type and Registration:** Boeing 747-236B, G-BDXL

**No & Type of Engines:** 4RB211-524D4 turbofan engines

**Year of Manufacture:** 1981

**Date & Time (UTC):** 30 August 1999 at 0850 hrs

**Location:** Near Brecon, Wales

**Type of Flight:** Public Transport (Passenger)

**Persons on Board:** Crew - 1 - Passengers - None

**Injuries:** Crew - None - Passengers - N/A

**Nature of Damage:** Minor trim damage

**Commander's Licence:** Airline Transport Pilot's Licence

**Commander's Age:** 41 years

**Commander's Flying Experience:** 9,535 hours (of which 350 were on type)  
Last 90 days - 255 hours  
Last 28 days - 62 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

During the climb out from London Heathrow, the cabin crew reported a burning smell in the central, right hand side of the cabin, with a hot sidewall panel and adjacent floor areas. This information was confirmed by the flight engineer. A PAN call was made, and a return to Heathrow initiated, during which approximately 12,000 kg of fuel were jettisoned. Nos 1 and 3 air-conditioning packs were shutdown during the descent, and subsequently the cabin crew reported that the burning smell had diminished. An uneventful landing was made, and a normal shutdown carried out on the stand, with the airport fire service in attendance.

The defect was caused by the partial disintegration of the composite material in a trim air duct carrying air at 200°C. The loss of duct rigidity had allowed hot air to leak past a clamp, into an area that contained no other equipment. The acoustic insulation in the area was not burnt.