

BAe 146-200, G-OWLD

AAIB Bulletin No: 9/97 Ref: EW/G97/5/2 Category: 1.1

Aircraft Type and Registration:	BAe 146-200, G-OWLD
No & Type of Engines:	4 Avco-Lycoming ALF 502-R5 turbofan engines
Year of Manufacture:	1985
Date & Time (UTC):	29 May 1997 at 0648 hrs
Location:	Runway 10, London City Airport
Type of Flight:	Public Transport
Persons on Board:	Crew - 5 - Passengers - 47
Injuries:	Crew - Nil - Passengers - Nil
Nature of Damage:	Nil
Commander's Licence:	Air Transport Pilot's Licence
Commander's Age:	53 years
Commander's Flying Experience:	9,350 hours (of which 800 hours were on type) Last 90 days - 165 hours Last 28 days - 43 hours
Information Source:	Aircraft Accident Report Form submitted by the commander and AAIB enquiries

The aircraft was engaged on a revenue flight from Charles de Gaul Airport, Paris, to London City Airport. The flight proceeded normally until touchdown when a No 1 engine fire warning occurred. Both fire bottles were fired and the fire warning bell was cancelled. The aircraft was brought to a full stop on the runway and the commander directed the cabin crew to initiate an evacuation as the engines were shut down and the relevant checklist items completed. The aircraft was evacuated without injury and the Airport Fire Service was rapidly on the scene. After visual confirmation that there had been no fire, the aircraft was taxied to the ramp.

Subsequent examination of the aircraft by the operator's maintenance staff found that a false fire warning had been generated by an internal short circuit in the fire warning test button for the No 1 engine. It was concluded that the switch mechanism had 'shorted-out' as the aircraft had touched down. The switch, fire bottles and evacuation slides were replaced and the aircraft was returned to service. The switch had not been retained for further investigation. The airframe manufacturer later advised that no similar cases of failure of the fire warning test switch were on record.

