

INCIDENT

Aircraft Type and Registration: Boeing 737-436, G-DOCK

No & Type of Engines: 2 CFM 56-3-C1 turbofan engines

Year of Manufacture: 1992

Date & Time (UTC): 19 October 1993 at 0803 hrs

Location: En route from London Heathrow Airport to Stockholm Airport

Type of Flight: Public Transport

Persons on Board: Crew - 7 Passengers - 50

Injuries: Crew - None Passengers - None

Nature of Damage: None

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 50 years

Commander's Flying Experience: 12,500 hours (of which 6,000 were on type)
Last 90 days - 160 hours
Last 28 days - 60 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and a report from the operating company

During the cruise at FL 370, the senior cabin crew member reported that smoke was emitting from the forward galley oven and that passengers had also noticed smoke coming from behind the galley furniture and out of the floor level ventilation grills. The galley power supply was immediately isolated but, as smoke continued to come from the pressure relief valve in the oven door, the crew performed the appropriate 'SMOKE' drills and declared the emergency to ATC.

An emergency descent was carried out and a landing made on Runway 19R at Amsterdam, where the aircraft was brought to a halt and an immediate evacuation carried out via the two forward and two rear emergency slides. All four slides deployed correctly. The airport emergency services were in attendance and, having seen that there was no damage to the aircraft, declared it fit to be towed clear of the runway.

Subsequent examination of the oven showed that, despite daily cleaning, food residue and fat had accrued in an inaccessible area around the internal heat shield and this was the source of the smoke. A programme for the rectification of this problem has been instituted.