

Lockheed L1011-385-1, 9Y-TGJ

AAIB Bulletin No: 9/2000 **Ref: EW/G99/10/22** **Category: 1.1**

Aircraft Type and Registration: Lockheed L1011-385-1, 9Y-TGJ

No & Type of Engines: 3 Rolls-Royce, RB211-22B-02 turbofan engines

Year of Manufacture: 1979

Date & Time (UTC): 24 October 1999 at 0928 hrs

Location: Heathrow Airport, High Speed Turn-off Runway 09L

Type of Flight: Public Transport

Persons on Board: Crew - 12 - Passengers - 212

Injuries: Crew - None - Passengers - None

Nature of Damage: Fire in No 1 engine cowling

Commander's Licence: Airline Transport Pilot's Licence (Trinidad & Tobago)

Commander's Age: 46 years

Commander's Flying Experience: 12,000 hours (of which 4,000 were on type)

Last 90 days - 70 hours

Last 28 days - 30 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and enquiries of the operator

Heathrow Tower was informed that a Lockheed L1011 was inbound with No 1 engine shutdown, estimated to land on 09L at 0928 hrs. A 'Local Stand By' was initiated at 0925 hrs. After a normal landing the aircraft vacated the runway, when ATC saw flames coming from the No 1 engine. The 'Local Stand By' was upgraded to an 'Aircraft Ground Incident' at 0929 hrs. Runway 09L was closed immediately and one aircraft carried out a missed approach. The Airport Fire Service arrived and discharged foam into the No 1 engine.

The 'Aircraft Ground Incident' was downgraded to 'Local Stand By' at 0939 hrs, this was then cancelled at 1025 hrs.

The operator reported that the engine had been shutdown following a flame out but the fuel High Pressure Shut Off Valve remained open. The source of the jet pipe fire was believed to be fuel that had entered the combustion section of the engine, some migrating to the exhaust area, being ignited following the selection of 'Continuous Ignition' required for landing.

The engine was changed before the next sector.

