

# Boeing 737-436, G-DOCT, 11 August 1996

## AAIB Bulletin No: 10/96 Ref: EW/G96/06/17 Category: 1.1

<b>Aircraft Type and Registration:</b>	Boeing 737-436, G-DOCT
<b>No &amp; Type of Engines:</b>	2 CFM56-3C1 turbofan engines
<b>Year of Manufacture:</b>	1992
<b>Date &amp; Time (UTC):</b>	11 June 1996 at 1530 hrs
<b>Location:</b>	London Heathrow Airport
<b>Type of Flight:</b>	Public Transport
<b>Persons on Board:</b>	Crew - 7 Passengers - 132
<b>Injuries:</b>	Crew - None Passengers - None
<b>Nature of Damage:</b>	Defective air cycle machine
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence
<b>Commander's Age:</b>	47 years
<b>Commander's Flying Experience:</b>	9,976 hours (of which 4,500 were on type) Last 90 days - 83 hours Last 28 days - 44 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

After an uneventful flight from Stockholm, the aircraft made anormal landing at Heathrow, clearing the runway to head east onthe outer taxiway. The crew then became aware of a 'haze' inthe cockpit and, as there was a similar haze throughout the cabin,the aircraft was brought to a stop and fire service attendancerequested. At about this time the 'pack' lights on the air conditioning/pressurisationpanel illuminated and the haze appeared to clear. A request wasmade by the fire service on arrival that the passengers shouldbe disembarked. After the engines had been shut down, the passengersdisembarked in an orderly manner through the front left door,using the airstairs.

Four days prior to this incident a similar event had occurred on this aircraft as the air conditioning was selected on, but before passengers had been boarded. The smoke was reported to have been more dense, but subsequent engineering checks failed to reproduce the effect, although it was noticed that the oil level in the right air cycle machine (ACM) was only 1/4 full. Subsequent to this later incident the ACM was removed and returned to the manufacturer for investigation where it was discovered that an oil seal close to the turbine had worn, causing leakage. This would have resulted in oil smoke in the air conditioning system.