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## Smoke emergency, Boeing 737-400, June 26, 1995

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**Micro-summary:** Smoke in the cockpit and cabin resulted in a return to the departure airport for this Boeing 737-400.

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**Event Date:** 1995-09-26 at 1648 EDT


**Investigative Body:** National Transportation Safety Board (NTSB), USA


**Investigative Body's Web Site:** <http://www.nts.gov/>


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1. Accident reports can be and sometimes are revised. Be sure to consult the investigative agency for the latest version before basing anything significant on content (e.g., thesis, research, etc).
  2. Readers are advised that each report is a glimpse of events at specific points in time. While broad themes permeate the causal events leading up to crashes, and we can learn from those, the specific regulatory and technological environments can and do change. ***Your company's flight operations manual is the final authority as to the safe operation of your aircraft!***
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		NTSB ID: MIA95IA238		Aircraft Registration Number: N404KW	
		Occurrence Date: 09/26/1995		Most Critical Injury: Minor	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place FORT LAUDERDALE		State FL	Zip Code 33315	Local Time 1648	Time Zone EDT
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer BOEING		Model/Series 737-400		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On September 26, 1995, about 1648 eastern daylight time, a Boeing 737-400, N404KW, registered to International Lease, operated by Carnival Airlines, as a 14 CFR Part 121 scheduled domestic passenger flight, experienced smoke in the cockpit and passenger cabin area on initial takeoff climb from Fort Lauderdale-Hollywood International Airport. Visual meteorological conditions prevailed and an IFR flight plan was filed. The pilot-in-command declared an emergency and landed at the Fort Lauderdale-Hollywood Airport. An emergency evacuation was conducted down the forward emergency slides. The two rear emergency slides did not deploy. The airline transport pilot-in-command, first officer, 4 cabin attendants and 156 passengers were not injured. Three passengers reported minor injuries. The flight was originating at the time of the incident.</p> <p>Carnival Airlines Director of Quality Control, stated the airplane had an engine wash on September 25, 1995. During the engine wash on the No. 1 engine the starter failed. The wash solution remained in the engine longer than the required 20 minutes; waiting for the starter to be changed. Carnival Airlines engine wash procedures do not address component failure procedures during an engine wash. The fumes entered the cockpit and cabin area through the airplane air conditioning system. Review of the airplane records indicate the emergency slides were installed in Coopesa, Costa Rica on May 18, 1995, during a "C" phase inspection. Visual inspection of the emergency evacuation slides by Carnival Airlines maintenance personnel after the incident revealed the installation safety pins were still installed.</p>					
FACTUAL REPORT - AVIATION					
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		NTSB ID: MIA95IA238			
		Occurrence Date: 09/26/1995			
		Occurrence Type: Incident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
FT. LAUDERDALE-HOLLYWOOD	FLL	10 Ft. MSL	9	9001	150
Runway Surface Type: Asphalt					
Runway Surface Condition: Dry					
Type Instrument Approach: Visual					
VFR Approach/Landing: Precautionary Landing; Traffic Pattern					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
BOEING		737-400		25371	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 165	Certified Max Gross Wt.	150000 LBS	Number of Engines: 2	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Fan	GE	CFM56-3C-1	23500 LBS		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
AAIP	09/1995	20 Hours	9579 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? No	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner INTERNATIONAL LEASE		Street Address 1999 AVE OF THE SOUTH			
		City LOS ANGELES	State CA	Zip Code 90067	
Operator of Aircraft CARNIVAL AIRLINES		Street Address 1815 GRIFFIN ROAD			
		City DANIA	State FL	Zip Code 33004	
Operator Does Business As:			Operator Designator Code: RIVA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Scheduled; Domestic; Passenger Only					

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: MIA95IA238
	Occurrence Date: 09/26/1995
	Occurrence Type: Incident

**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 44
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Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot	Certificate Number: On File
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Certificate(s): Airline Transport; Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land; Single-engine Sea

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 05/1995
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	12000	550	2500	10500						
Pilot In Command(PIC)	11000	550	2400	8000						
Instructor										
Last 90 Days		220								
Last 30 Days		50								
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: IFR

Departure Point Same as Accident/Incident Location	State	Airport Identifier FLL	Departure Time 0000	Time Zone
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Destination ISLIP	State NY	Airport Identifier ISP	
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Type of Clearance: IFR

Type of Airspace: Class D

**Weather Information**

Source of Briefing: Company

Method of Briefing:

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: MIA95IA238
	Occurrence Date: 09/26/1995
	Occurrence Type: Incident

<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
FLL	1555	EDT	10 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			2500 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		0 Ft. AGL	Visibility: 12	SM	Altimeter: 29.00 "Hg
Temperature: 31 °C	Dew Point: 24 °C	Wind Direction: 150		Density Altitude: Ft.	
Wind Speed: 10	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0	SM	Intensity of Precipitation: Unknown		
Restrictions to Visibility: None					
Type of Precipitation: None					

<b>Accident Information</b>		
Aircraft Damage: None	Aircraft Fire: None	Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants				4	4
Other Crew					
Passengers			3	156	159
- TOTAL ABOARD -			3	162	165
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	3	162	165

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: MIA95IA238

Occurrence Date: 09/26/1995

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

CARROL A. SMITH

Additional Persons Participating in This Accident/Incident Investigation:

THOMAS LAIRD

FORT LAUDERDALE FSDO