
Smoke emergency and evacuation slide failure, Airbus A300B4-605R, April 10, 2003

Micro-summary: This Airbus A300F4-605R experienced a smoke emergency during climbout; on landing, the evacuation slides failed to inflate.

Event Date: 2003-04-10 at 1350 PDT


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

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

Cautions:

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!***
 3. Reports may or may not represent reality. Many many non-scientific factors go into an investigation, including the magnitude of the event, the experience of the investigator, the political climate, relationship with the regulatory authority, technological and recovery capabilities, etc. It is recommended that the reader review all reports analytically. Even a "bad" report can be a very useful launching point for learning.
 4. Contact us before reproducing or redistributing a report from this anthology. Individual countries have very differing views on copyright! We can advise you on the steps to follow.
-

Aircraft Accident Reports on DVD, Copyright © 2006 by Flight Simulation Systems, LLC
All rights reserved.
www.fss.aero

		NTSB ID: LAX03IA137		Aircraft Registration Number: N676FE	
		Occurrence Date: 04/10/2003		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Oakland	State CA	Zip Code 94614	Local Time 1350	Time Zone PDT	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Airbus Industrie		Model/Series A300F4-605R		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 April 10, 2003, at 1350 Pacific daylight time, an Airbus A300F4-605R, N676FE, declared an emergency due to smoke in the cockpit during the takeoff climb out from the Metropolitan Oakland International Airport (OAK), Oakland, California. Federal Express (FedEx) operated the nonscheduled domestic cargo airplane under the provisions of 14 CFR Part 121. The airplane was not damaged. The two airline transport certificated pilots were not injured. Visual meteorological conditions prevailed for the cross-country flight, and an instrument flight rules (IFR) flight plan had been filed. The flight departed Oakland at 1330, with a scheduled destination of Denver International Airport (DEN), Denver, Colorado.</p> <p>In the captain's written statement he indicated that during climb out he and the first officer smelled an acrid smoke followed immediately by the illumination of the MAIN DECK CARGO FIRE light, as well as the audio tone (bell). They conducted the emergency procedures, declared an emergency, and turned back to land at Oakland. While on the downwind leg, the MAIN DECK CARGO FIRE light went out. However, on final, the MID 2 LOOPS A and B illuminated.</p> <p>The captain stated that after landing, the flight crew accomplished the GROUND EMERGENCY EVACUATION procedures. He indicated that the 1R door slide did not inflate automatically or manually.</p> <p>In the first officer's written statement he indicated that during the evacuation he opened the 1R door. The door opened and the evacuation slide partially deployed; however, it did not inflate. The captain made several unsuccessful attempts to inflate the slide with the manual inflation handle. The first officer further stated that he and maintenance personnel checked the door during the preflight at Oakland.</p> <p>FedEx attributed the smoke to oil and another fluid, possibly glycol, contaminating the air-conditioning packs. Maintenance personnel found the number 1 and 2 water coalescer separator bags covered in a dark fluid. They replaced the APU load compressor, along with the two water coalescer separator bags. They completed a ground run of the airplane with no discrepancies noted.</p> <p>According to a maintenance person who arrived with a pay mover to move the airplane back to the FedEx facility, when he arrived on-scene he saw that the emergency slide had been deployed and was hanging against the fuselage from its girt bar, and was deflated. He went inside the airplane and a crewmember pointed, with a flashlight, where smoke had been. He observed a "white smoke low to the floor three quarters down the fuselage, smoke was minimal and motionless, [he] did not observe any smell of smoke."</p> <p>FedEx employees took several pictures of the incident slide after it had been removed from the airplane and placed into a maintenance vehicle. The pictures indicated that the slide's inflation bottle was still fully pressurized and that internal components from the inflation bottle's regulator had been removed. A Safety Board investigator interviewed numerous maintenance employees</p>					
FACTUAL REPORT - AVIATION					
Page 1					

National Transportation Safety Board

FACTUAL REPORT

AVIATION

NTSB ID: LAX03IA137


Occurrence Date: 04/10/2003


Occurrence Type: Incident

Narrative (Continued)

who had contact with the slide. Two of the employees recalled seeing the transport-locking pin (with a red streamer) with the incident slide on the back of the maintenance truck.

The incident slide was torn down at the manufacturer's facility, and they noted no discrepancies that would have prevented the slide's inflation during the evacuation. According to the manufacturer, damage to the slide's girt in the area of the manual inflation handle was consistent with the transport locking pin being installed in the inflation bottle's regulator at the time of the slide's deployment.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: LAX031A137				
		Occurrence Date: 04/10/2003				
		Occurrence Type: Incident				
Landing Facility/Approach Information						
Airport Name Metropolitan Oakland INTL		Airport ID: OAK	Airport Elevation 6 Ft. MSL	Runway Used 29	Runway Length 10000	Runway Width 150
Runway Surface Type: Asphalt						
Runway Surface Condition: Dry						
Type Instrument Approach: Visual						
VFR Approach/Landing: Precautionary Landing						
Aircraft Information						
Aircraft Manufacturer Airbus Industrie		Model/Series A300F4-605R		Serial Number 790		
Airworthiness Certificate(s): Transport						
Landing Gear Type: Retractable - Tricycle						
Homebuilt Aircraft? No		Number of Seats: 6	Certified Max Gross Wt. 375880 LBS		Number of Engines: 2	
Engine Type: Turbo Fan		Engine Manufacturer: General Electric		Model/Series: CF6-80C2A5F	Rated Power: 61000 LBS	
- Aircraft Inspection Information						
Type of Last Inspection Continuous Airworthiness		Date of Last Inspection 04/2003	Time Since Last Inspection 7267 Hours		Airframe Total Time 5 Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? No		ELT Operated? No		ELT Aided in Locating Accident Site? No		
Owner/Operator Information						
Registered Aircraft Owner State Street Bank and Trust Co. of CT TSTE		Street Address 2 International PL. FL 4				
		City Boston		State MA	Zip Code 02110	
Operator of Aircraft Federal Express Corporation		Street Address				
		City Memphis		State TN	Zip Code 37501	
Operator Does Business As:				Operator Designator Code: FDEA		
- 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: Non-scheduled; Domestic; Cargo						
FACTUAL REPORT - AVIATION						

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: LAX03IA137
	Occurrence Date: 04/10/2003
	Occurrence Type: Incident

First Pilot Information

Name On File	City	State	Date of Birth	Age 56
-----------------	------	-------	---------------	-----------

Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot	Certificate Number: On File
--------	---------------------	--------------------------------------	-----------------------------

Certificate(s): Airline Transport

Airplane Rating(s): Multi-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review? 09/2002
---	---

Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 12/2002
------------------------	--	------------------------------------

- 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	3346	1693		3346						
Pilot In Command(PIC)	3288	1663		3288						
Instructor										
Last 90 Days	107	107		107						
Last 30 Days	36	36		36						
Last 24 Hours	3	3		3						

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
--------------------	----------------------------	--------------------------	-------------------

Flight Plan/Itinerary

Type of Flight Plan Filed: IFR

Departure Point Same as Accident/Incident Location	State	Airport Identifier OAK	Departure Time 1330	Time Zone PDT
---	-------	---------------------------	------------------------	------------------

Destination Denver	State CO	Airport Identifier DEN	
-----------------------	-------------	---------------------------	--


Type of Clearance: IFR

Type of Airspace: Class C

Weather Information

Source of Briefing: Company

Method of Briefing: Telephone

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: LAX03IA137
	Occurrence Date: 04/10/2003
	Occurrence Type: Incident

Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
OAK	1253	PDT	6 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Few			2800 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Overcast			5500 Ft. AGL	Visibility: 10 SM	Altimeter: 30.06 "Hg
Temperature: 17 °C	Dew Point: 9 °C	Wind Direction: 270		Density Altitude: Ft.	
Wind Speed: 15	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV) SM	Intensity of Precipitation:			
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information

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					
Other Crew					
Passengers					
- TOTAL ABOARD -				2	2
Other Ground					
- GRAND TOTAL -				2	2

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: LAX03IA137

Occurrence Date: 04/10/2003

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

Tealeye C. Cornejo

Additional Persons Participating in This Accident/Incident Investigation:

Tony Blas
Aviation Safety Inspector
Federal Aviation Administration
1420 Harbor Bay Parkway, Suite 280
Alameda, CA 94502