

**AAIU Report No.** 1998/ 014  
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**Aircraft Type and Registration:** BAe 146-300, EI-CLI  
**No. and Type of Engines:** 4 Allied Signal ALF 502  
**Aircraft Serial Number:** E3159  
**Year of Manufacture:** 1990  
**Date and Time (UTC):** 15 April 1998, 0659 hrs  
**Location:** Near Dublin VOR  
**Type of Flight:** Public Transport  
**Persons on Board:** Crew - 5  
Passengers - 88  
**Injuries:** Crew - None  
Passengers - None  
**Nature of Damage:** Minor. Bread rolls wrapping  
caught fire in aft galley  
**Commanders Licence:** Airline Transport Pilot's Licence  
**Commanders Age:** 36 years  
**Commanders Flying Experience:** 5130 hours (of which 1200 hrs  
were on type)  
**Information Source:** ATC Watch Manager, Dublin  
Airport, and Operator's Incident  
Report.

### **History of the Flight**

EI-CLI departed Runway 34, Dublin Airport, on a scheduled flight to Edinburgh and was cleared to the Dublin VOR and GELKI, an en route reporting point. As the aircraft was flying over the VOR the No. 3 CCM in the aft galley sensed a strong smell of burning. She checked the oven where she had been heating the bread rolls and noticed flames in the right hand compartment of the double compartment oven. She immediately contacted the senior CCM by interphone and requested that the Captain be informed. The No. 1 CCM entered the cockpit and informed the Captain that there was a fire in the aft galley. The Captain levelled the aircraft at 4,000 ft, declared a PAN and requested an immediate return to the airfield. The galley power was switched off by the cockpit crew.

Meanwhile the No. 3 CCM went to the emergency equipment bin, and having tested the Halon fire extinguisher, directed it at the fire which was subsequently extinguished. No. 2 CCM also assisted and a second Halon extinguisher was discharged into the oven. The senior CCM then reported to the Captain that the fire was out. The aircraft landed back at Dublin Airport and taxied normally to its stand, with the fire service in attendance. Disembarking passengers praised all the crew for their handling of the situation.

### **Post Incident Investigation**

The operator's initial investigation revealed that the bag used for wrapping the bread rolls, while they were heating in the oven, caught fire. The supplier subsequently advised that this bag was made from cotton and could burn if contact was made with the oven heaters. They recommended that such bags be used only in an oven with an insert liner. It was further discovered that these bags were only recently introduced by the operators catering service without the approval of the operators quality assurance department. The use of these cotton wrapping bags has now been suspended by the operator.

In addition, the oven which is an "on condition" item was returned by the operator to the manufacturer for testing and re-certification, as a precautionary measure. The manufacturer's subsequent report shows that the oven was functioning correctly prior to and after it was involved in the fire incident.