



# National Transportation Safety Board Aviation Incident Data Summary

<b>Location:</b>	BIRMINGHAM, AL	<b>Incident Number:</b>	ATL011A001
<b>Date &amp; Time:</b>	10/01/2000, 1618 CDT	<b>Registration:</b>	N69826
<b>Aircraft:</b>	McDonnell Douglas MD-80	<b>Injuries:</b>	1 Minor, 146 None
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Analysis

During cruise flight, at flight level 310, an MD-80, operated by Continental Airlines experienced an electrical fire. An emergency was declared and the flight was diverted into Birmingham, Alabama, and landed without further incident. The examination of the airplane disclosed a 2 by 1 1/2 inch fire-damaged hole in the left jump seat wall.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this incident to be:  
THE FAILURE OF MAINTENANCE PERSONNEL TO FOLLOW FLEET CAMPAIGN DIRECTIVE ON HOW TO INSTALL A CERTIFICATE HOLDER.

## Findings

Occurrence #1: FIRE  
Phase of Operation: CRUISE

### Findings

1. (C) ELECTRICAL SYSTEM - FIRE
2. (C) MAINTENANCE - IMPROPER USE OF - OTHER MAINTENANCE PERSONNEL

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Multi-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	McDonnell Douglas	<b>Registration:</b>	N69826
<b>Model/Series:</b>	MD-80 MD-80	<b>Engines:</b>	2 Turbo Jet
<b>Operator:</b>	CONTINENTAL AIRLINES	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	Flag carrier (121)	<b>Engine Model/Series:</b>	JT8D
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BHM, 644 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 20000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , Variable
<b>Temperature:</b>	29° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ATLANTA, GA (ATL)	<b>Destination:</b>	HOUSTON, TX (IAH)

## Airport Information

<b>Airport:</b>	BIRMINGHAM AIRPORT (BHM)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor, 5 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	141 None	<b>Aircraft Fire:</b>	In-Flight
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

**Latitude, Longitude:**

## Administrative Information

<b>Investigator In Charge (IIC):</b>	PHILLIP POWELL	<b>Adopted Date:</b>	07/17/2001
<b>Investigation Docket:</b>	NTSB accident and incident docket serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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