



Aviation Investigation Final Report

Location:	RICHMOND, Virginia	Incident Number:	BF085IA065
Date & Time:	August 11, 1985, 11:00 Local	Registration:	N8856E
Aircraft:	BOEING 727-225	Aircraft Damage:	Minor
Defining Event:		Injuries:	78 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

THE FLT WAS IN CRUISE AT FL 350 WHEN THE CABIN CREW REPORTED A CABIN FIRE IN THE VICINITY OF SEAT 28A. SHORTLY AFTER, A LOWER AFT BODY OVERHEAT WARNING WAS RECVD. THE FLT DIVERTED TO RICHMOND, VA. DURING DESCENT, THE FLT CREW PERFORMED THE APPROPRIATE CHECKLIST AND THE LOWER AFT BODY CVHT LIGHT WENT OUT ABOUT 3 TO 4 MINS. AFTER IT ILLUMINATED. LATER EXAMINATION REVEALED THAT A PAX HANDBAG THAT WAS ON THE FLOOR AGAINST THE CABIN EXHAUST OUTLET ADJACENT TO SEAT 28A WAS EXTENSIVELY FIRE DAMAGED. THE CARPET UNDER THE HANDBAG WAS UNBURNED EXCEPT FOR A SMALL PORTION LEADING TO THE CABIN AIR EXHAUST OUTLET. LOCALIZED FIRE DAMAGE WAS PRESENT BEHIND AND BELOW THE OUTLET. AMONG THE CONTENTS OF THE HANDBAG WAS A BOTTLE OF HAIRSPRAY, FOUND WITH THE CAP LOOSE. THE LABEL ON THE BOTTLE WARNED THAT THE CONTENTS WERE FLAMMABLE. ROW 28 WAS IN THE SMOKING SECTION FOR THAT FLT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be:

Findings

Occurrence #1: FIRE
Phase of Operation: CRUISE - NORMAL

Findings

1. FUSELAGE, CABIN - SMOKE
2. (C) MISCELLANEOUS - INADVERTENT - PASSENGER

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	52, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 30, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	12393 hours (Total, all aircraft), 4483 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N8856E
Model/Series:	727-225 727-225	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	20618
Landing Gear Type:	Retractable - Tricycle	Seats:	145
Date/Type of Last Inspection:	August 1, 1984 AAIP	Certified Max Gross Wt.:	173000 lbs
Time Since Last Inspection:		Engines:	3 Turbo fan
Airframe Total Time:	39850 Hrs	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	JT8D-15
Registered Owner:		Rated Power:	15500 Lbs thrust
Operator:	EASTERN AIRLINES, INC.	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	EALA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RIC ,168 ft msl	Distance from Accident Site:	
Observation Time:	10:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 1500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NEWARK , NJ (EWR)	Type of Flight Plan Filed:	IFR
Destination:	FORT MYERS , FL (RSW)	Type of Clearance:	IFR
Departure Time:	09:35 Local	Type of Airspace:	Class A

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	7 None	Aircraft Damage:	Minor
Passenger Injuries:	71 None	Aircraft Fire:	In-flight
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	78 None	Latitude, Longitude:	37.509918,-77.269851(est)

Administrative Information

Investigator In Charge (IIC): Richardson, Brian

Additional Participating Persons:
R. HENDRIKS; SANDSTON , VA
A. JONES; MIAMI , FL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=11154>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).