

**Aviation Safety Investigation Report
199203428**

**Boeing Co
B727**

18 December 1992

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

Occurrence Number: 199203428 **Occurrence Type:** Incident
Location: Sydney
State: NSW **Inv Category:** 4
Date: Friday 18 December 1992
Time: **Time Zone**
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 727-77
Aircraft Registration: VH-TBS **Serial Number:** 20278
Type of Operation:
Damage to Aircraft: Nil
Departure Point: Sydney
Departure Time:
Destination: Hobart

Approved for Release: Wednesday, May 26, 1993

The number 3 engine began vibrating on climb through FL340. The vibration could be felt through the airframe. The N1 was reducing and fluctuating and the fuel flow was reducing. The engine was shut down and the aircraft returned to Sydney.

Maintenance checks found water in the engine fuel control unit. When this was drained the engine operated satisfactorily. The source of the water could not be determined.