

**Aviation Safety Investigation Report  
199501370**

**Boeing Co  
B767**

**06 May 1995**

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**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](http://www.atsb.gov.au).**

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

**Occurrence Number:** 199501370                      **Occurrence Type:** Incident  
**Location:** 440km N Perth  
**State:** WA    **Inv Category:** 4  
**Date:** Saturday 06 May 1995  
**Time:** 1640 hours                              **Time Zone**                      WST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Boeing Co  
**Aircraft Model:** 767-238ER  
**Aircraft Registration:** VH-EAL    **Serial Number:** 23306  
**Type of Operation:** Air Transport International Passenger Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Den Pasar Indonesia  
**Departure Time:** 1414 WST  
**Destination:** Perth WA

**Approved for Release:** Thursday, August 17, 1995

The pilot reported EICAS messages R Gen OFF, L Util Bus and R Util Bus.

Subsequently, acrid smoke entered the flight deck and cabin. Smoke removal procedures were effective.

The APU would not start at FL390, so the pilot informed ATC of the failed right generator and requested FL350 at 1633 WST. At 1638, the pilot advised ATC of smoke in the cabin, the second occurrence, and requested FL310 as the APU still would not start.

At 1649 the pilot advised ATC that the smoke had cleared and that operations were normal.

When power was reduced for the final descent, an EICAS message R Gen Drive came on. The right generator was then disconnected.

Following selection of flap 30 for landing, an unusual airframe judder was felt until touchdown.

The generator failure was traced to a lack of oil. No reason for the airframe judder could be determined.