

**Aviation Safety Investigation Report
199502647**

**Embraer-Empresa Brasileira de
Aeronautica
Bandierante**

04 July 1995

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.

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: 199502647 **Occurrence Type:** Incident
Location: Cairns, Aerodrome
State: QLD **Inv Category:** 4
Date: Tuesday 04 July 1995
Time: **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Embraer-Empresa Brasileira de Aeronautica
Aircraft Model: EMB-110P2
Aircraft Registration: VH-FNR **Serial Number:**
Type of Operation: Air Transport Training
Damage to Aircraft: Nil
Departure Point: Cairns QLD
Departure Time:
Destination: Cairns QLD

Approved for Release: Thursday, December 14, 1995

As part of an endorsement training exercise the captain operated the emergency electrical Bus to simulate an electrical fire. When the Bus was selected all electrical power was removed from the aircraft. Later examination found a broken wire in a relay box. It was found that the fault was not detected during previous maintenance test/checks because the test circuit goes to the earth side of the circuit, and the breakage occurred on the power side.

The operator is currently corresponding with the aircraft manufacturer to recommended a change to the maintenance manual procedural checks that will identify any similar faults during ground tests.