

Occurrences Classified as Cat 1-5
Entered into the ATSB Aviation Safety Database
Between 30 April 2005 and 06 May 2005

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23-Mar-05	200501396	M200501766	Accident	5	Kyewong, (ALA)	NSW	VH-PTL	Air Tractor Inc	AT-602	Commercial	OCTA	G	The pilot commenced a short field takeoff from a 700 m strip that he had used for about seven years. The aircraft was carrying 1,900 litres of liquid which occupied 82% of the hopper volume. When the aircraft reached the point from which it was committed to take off, the pilot assessed that the aircraft would become airborne safely. Toward the end of the run, the pilot rotated the aircraft for takeoff but the aircraft did not become airborne. The pilot lowered the nose to gain speed but when he rotated the aircraft a second time, the left main wheel encountered soft earth, inhibiting the takeoff. The pilot increased flap and dumped the load but both main wheels and the tail wheel struck a one-metre-high bank. The main landing gear separated from the aircraft. The pilot was unable to prevent the aircraft from pitching nose-up then entering a descending left turn. The aircraft struck the ground heavily and came to rest after a ground slide. The pilot sustained a severe blow to the head, fracturing his helmet and rendering him unconscious. Post flight inspection r
2-Apr-05	200501532	W200500185	Incident	5	Gold Coast, Aerodrome	QLD	VH-CVG	Cessna Aircraft Company	177RG	Non-commercial	CTR	C	The aircraft touched down heavily, porpoised and damaged the nose landing gear. The aircraft went around but when the gear was extended for the next landing, only the main gear extended. The pilot pumped the nose gear down then carried out a flypast of the tower for external gear inspection. The aircraft landed safely with emergency services standing by. After landing, the aircraft had to be towed clear of the runway due to the damaged nose landing gear.
8-Apr-05	200501917	M200502208	Accident	5	Moorabbin, Aerodrome	VIC	VH-BIO	Rotorway	EXEC 162F	Non-commercial	General Aviation CTR	GAAP	During takeoff, the pilot did not maintain rotor RPM and the helicopter crashed from an approximate height of 20ft AGL. There were no reported injuries. The helicopter was substantially damaged.

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10-Apr-05	200501482	M200502215	Serious Incid.	3	Auckland, Aerodrome	Other	VH-EBW	Boeing Co	747-338	Air Transport			Due to a light aircraft crossing the approach to runway 23R, a Boeing 747 on approach was vectored away from the light aircraft and levelled at 3000 feet. The Boeing 747 crew received a GPWS alert 'terrain, terrain, pull up, pull up'. Responding to the alert, the Boeing 747 climbed through a third aircraft's level, to 5000 feet. The pilot of the third aircraft promptly changed heading to avoid conflict. Following further vectors for final approach, the Boeing 747 made a normal approach and landing. The investigation is continuing.
11-Apr-05	200501908	M200502940	Incident	5	Tamworth, Aerodrome	NSW	VH-YCO	Pacific Aerospace Corporation	CT4B	Instructional	CTR	D	During the initial climb, the instructor and student noticed the engine running rough before it returned to normal operations. They decided to return to Tamworth and the aircraft landed without further incident.
15-Apr-05	200501852	W200500213	Accident	5	9km E Breeza, (ALA)	NSW	VH-FSB	Centrum Naukowo-Produkcyjne-PZL	M-18A	Commercial	OCTA	G	While conducting agricultural operations, the aircraft struck a windmill and the pilot landed the aircraft straight ahead in a paddock. The aircraft was substantially damaged and the pilot sustained minor injuries. The pilot reported that the windmill was very hard to see as it blended in with the skip rows in the cotton. Sun glare from the instrument panel and inaccuracy of the grower's map also contributed to the accident.
15-Apr-05	200501906	M200502923	Incident	5	Cooktown, Aerodrome	QLD	REG_2005019061	Unknown	Aeroplane	Miscellaneous	CTAF	G	During a routine inspection of runway 11, aerodrome ground personnel recovered a plover carcass.
17-Apr-05	200501851	M200502416	Accident	5	Callington	SA	VH-FRQ	Amateur Built Aircraft	GIII	Non-commercial	OCTA	G	During the landing roll, the aircraft's nose wheel oscillated from side to side then turned sideways causing the nose to contact the ground. The aircraft pitched inverted and came to rest on its back. The aircraft was substantially damaged and the pilot received minor injuries. The pilot reported that a hundred-hourly maintenance inspection had recently been completed and that incorrect tensioning of the shimmy damper could have contributed to the accident. The ATSB is awaiting further information.

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18-Apr-05	200501656	M200502442	Accident	4	Warooka, (ALA)	SA	VH-LCZ	Cessna Aircraft Company	172RG	Non-commercial	OCTA	G	The pilot reported that just after takeoff and having retracted the landing gear, the aircraft became unstable and started to lose altitude. The pilot elected to land the aircraft straight ahead, but had insufficient time to lower the landing gear. The aircraft sustained substantial damage during the subsequent wheels up landing. None of the three occupants were injured. The investigation is continuing.
20-Apr-05	200501866	M200502664	Accident	5	Gympie, (ALA)	QLD	VH-GWY	Schempp-Hirth GmbH & Co. KG	JANUS	Non-commercial	CTAF	G	Police advised the ATSB that a glider had impacted the ground 400 metres north of the runway. One occupant was fatally injured while the other received minor injuries.
20-Apr-05	200501867	E200501973	Incident	5	Sydney, Aerodrome	NSW	VH-EKX	Saab Aircraft AB	SF-340B	Air Transport	Capital City Primary CTR	C	Prior to the aircraft's departure, an incorrect tracking point was entered into the aircraft's flight data record. The ADC detected the error before a take-off clearance was issued.
20-Apr-05	200501868	E200501959	Incident	5	37km NNE Sydney, Aerodrome	NSW	VH-RXE	Saab Aircraft AB	SF-340B	Air Transport	CTA	C	Shortly after takeoff, the crew declared a PAN and advised that the right engine had been shut down. The aircraft was returned for a landing at Sydney. The ATSB is awaiting further information.
20-Apr-05	200501907	M200502853	Incident	5	Avalon, Aerodrome	VIC	VH-TJJ	Boeing Co	737-476	Air Transport	CTR	C	During training for low level circuits in VMC, the aircraft's GPWS activated numerous times. At the time the aircraft was descending from 1,500 ft on the downwind leg of the circuit pattern.
22-Apr-05	200501915	M200502828	Incident	5	Perth, Aerodrome	WA	REG_2005019151	Unknown	Aeroplane	Miscellaneous	Capital City Primary CTR	C	Aerodrome ground staff recovered the carcass of a swallow from runway 03/21.
22-Apr-05	200501951	M200503035	Incident	5	Adelaide, Aerodrome	SA	VH-UJZ	Aero Commander Div	500-S	Miscellaneous	Capital City Primary CTR	C	The AC-500S pilot was advised that taxiway A5 was occupied by a heavy aircraft under tow. The AC-500S was observed to enter same taxiway from the opposite direction.
23-Apr-05	200501909	E200502038	Incident	5	Mackay, Aerodrome	QLD	VH-PBD	Piper Aircraft Corp	PA-28-235	Miscellaneous	CTR	D	The aircraft was observed by ATC to taxi past the holding point and enter runway 14 without a clearance.
23-Apr-05	200501910	E200502035	Incident	5	Sydney, Aerodrome	NSW	VH-VOW	Boeing Co	737	Air Transport	Capital City Primary CTR	C	After landing on runway 16R, the aircraft vacated via taxiway B8. ATC then observed it turning onto taxiway B9. This was not in accordance with published instructions.
23-Apr-05	200501911	E200502033	Incident	5	Dogar, (IFR)	Other	REG_2005019111	Unknown	Aeroplane	Non-commercial	CTA	A	No coordination details had been received from Colombo ATS prior to the aircraft reaching the FIR boundary. There was no infringement of separation standards.

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23-Apr-05	200501913	E200502031	Incident	5	Cairns, Aerodrome	QLD	VH-KPL	Cessna Aircraft Company	172RG	Instructional	CTR	C	During final approach the pilot advised that the aircraft had an unsafe landing gear indication. A missed approach was conducted and a flypast for inspection by ground personnel confirmed that the landing gear appeared to be down and locked. The aircraft then landed without further incident.
24-Apr-05	200501819	E200502047	Serious Incid.	4	Perth, Aerodrome	WA	ZS-SLA	Airbus	A340	Air Transport	Capital City Primary CTR	C	The aircraft was landing on runway 21 with a displaced threshold (located south of the runway 21/24 intersection). The aircraft touched down short of the displaced threshold in the vicinity of the cone markers. Subsequently the Safety Officer advised a cone had been damaged and had rubber marks on it. The investigation is continuing.
24-Apr-05	200501916	M200502922	Incident	5	Moorabbin, Aerodrome	VIC	VH-NBA	Piper Aircraft Corp	PA-44-180	Instructional	General Aviation CTR	GAAP	Immediately after the aircraft had turned onto base leg for runway 35R, the pilot noticed the left engine RPM gradually reducing. As the engine slowed, a vibration began. The pilot secured the left engine and landed the aircraft safely. Engineering inspection revealed engine oil leaking from the cowl flap.
24-Apr-05	200501918	M200502851	Incident	5	81km W Los Angeles, VOR	Other	VH-OJQ	Boeing Co	747-438	Air Transport			As the aircraft approached 14,000 ft (cleared altitude) on climb, the crew received a TCAS TA and ATC advised the crew of traffic at 15,000 ft. As the aircraft levelled at 14,000 ft, the crew received a TCAS RA 'adjust vertical speed'. The crew followed the RA and descended 200 ft until 'clear of conflict', then climbed the aircraft back to 14,000 ft.
24-Apr-05	200501919	M200502807	Incident	5	Hermidale	NSW	VH-BEH	Cessna Aircraft Company	210M	Non-commercial	OCTA	G	During cruise at 9,500 ft, the engine oil pressure reduced and the propeller pitch went to the full fine position. The pilot carried out a safe forced landing from a glide approach onto a strip at Hermidale. Post-flight inspection revealed that the oil filter adaptor had become loose resulting in the loss of oil. A few days previously, the adaptor had become loose with the loss of some oil, but had been repaired and the repair signed off on the Maintenance Release.
24-Apr-05	200501922	E200502045	Incident	5	Bankstown, Aerodrome	NSW	VH-TGL	Burkhart Grob Flugzeugbau	G-115	Miscellaneous	General Aviation CTR	GAAP	The aircraft landed on runway 29C then vacated the runway to the left onto the inactive runway 18. The aircraft did not stop at the holding point but crossed runway 29L without clearance while another aircraft was on short final for 29L. The tower sent the other aircraft around.

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24-Apr-05	200501927	M200502767	Incident	5	15km NNE Townsville, VOR	QLD	VH-VBK	Boeing Co	737-700	Air Transport	CTR	C	During a VOR approach to runway 19 in VMC, the crew received a GPWS 'terrain' and 'pull up' warning. The aircraft was on the correct approach profile so the crew continued the approach.
24-Apr-05	200501928	M200502768	Incident	5	Townsville, Aerodrome	QLD	VH-VBK	Boeing Co	737-700	Air Transport	CTR	C	After vacating runway 19, the crew inadvertently taxied via taxiway J and exited to taxiway A1. This was not in accordance with SMC instructions.
24-Apr-05	200501929	W200500231	Incident	5	Launceston, Aerodrome	TAS	VH-VQK	Boeing Co	717-200	Air Transport	CTR	D	During the take-off run, the aircraft struck a finch.
24-Apr-05	200501931	M200502898	Incident	5	Brisbane, Aerodrome	QLD	VH-VXK	Boeing Co	737-838	Air Transport	Capital City Primary CTR	C	During the landing roll, the aircraft struck a bird that impacted the number two engine. The aircraft was not damaged.
24-Apr-05	200501933	E200502048	Incident	5	Perth, Aerodrome	WA	VH-QPB	Airbus	A330-300	Air Transport	Capital City Primary CTR	C	During the landing roll, the aircraft struck a wedge tailed eagle that impacted a left side cockpit window. The aircraft was not damaged.
25-Apr-05	200501924	E200502056	Incident	5	15km E Sydney, VOR	NSW	YJ-AV18	Boeing Co	737	Air Transport	CTA	C	YJ-AV18 was inbound at 6,000 ft and ZK-JNG was departing and maintaining 5,000 ft. The YJ-AV18 crew received a TCAS RA with a fly up indication. The ZK-JNG crew received a TCAS TA. Separation standards were not infringed.
					15km E Sydney, VOR	NSW	ZK-JNG	Boeing Co	737-376	Air Transport			
25-Apr-05	200501925	E200502057	Incident	5	Cairns, Aerodrome	QLD	VH-VBF	Boeing Co	737-7Q8	Air Transport	CTR	C	As the aircraft taxied for departure, a large volume of smoke began emanating from the APU. SMC advised the crew who carried out the appropriate checks. The ARFF was deployed and followed the aircraft back to the bay. After ARFF personnel ensured that the aircraft was safe, ARFF was released.
25-Apr-05	200501932	E200502087	Incident	5	Perth, Aerodrome	WA	REG_2005019321	Boeing Co	737-800	Air Transport	Capital City Primary CTR	C	An F28 Mk 100 took off and immediately afterward, the tower controller cleared a vehicle carrying out an inspection of runway 21 to enter and operate on the runway. A C208 was on final for runway 21. The B737 crew called 'ready' and the controller cleared the aircraft to line up. ATC then coordinated the B737 departure but time was lost due to some clarification required. By the time that the coordination was completed, the C208 was close. The tower controller then cleared the B737 for takeoff but then sighted the vehicle on the runway just as the driver reported his position. The controller cancelled the B737's takeoff clearance.

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25-Apr-05	200501936	M200503002	Incident	5	Mildura, Aerodrome	VIC	VH-TQK	de Havilland Canada	DHC-8-315	Air Transport	MBZ	G	During the approach to runway 27, the aircraft's TCAS RA activated. The crew had no visual contact or communications with any other aircraft. However, they followed the RA and then changed to runway 09 and the aircraft landed without further incident.
25-Apr-05	200501937	M200502917	Incident	5	Hervey Bay, Aerodrome	QLD	VH-SEG	Short Bros Pty Ltd	SD360-300	Air Transport	MBZ	G	While on short final, the aircraft struck a bird. The aircraft was not damaged.
25-Apr-05	200501939	W200500239	Incident	5	Ayr, Aerodrome	QLD	VH-PGB	Cessna Aircraft Company	208	Miscellaneous	OCTA	G	A DHC-2 was engaged on parachute dropping from FL 140 over the drop zone near Ayr. The pilot had made all relevant radio calls and traffic had been diverting around the area. After the parachutists had exited the aircraft, the pilot sighted two C208s flying through the airspace directly below the DHC-2 and overhead the drop zone. The DHC-2 pilot heard the C208 pilots warn each other of 'free fallers' but neither pilot responded to any calls from the DHC-2 pilot. Parachutes opened about 100 m from the C208s.
							VH-PGT	Cessna Aircraft Company	208	Miscellaneous			
25-Apr-05	200501940	M200502931	Incident	5	Vegah, (IFR)	NSW	VH-VBB	Boeing Co	737-7Q8	Air Transport	CTA	A	As the aircraft approached top of descent, the co-pilot's digital electronic unit failed. The crew actioned the appropriate non-normal checklist and completed the flight safely.
25-Apr-05	200501958	M200502915	Incident	5	Goodwyn Alpha	WA	VH-BHY	Aerospatiale	AS.332L	Charter	OCTA	G	As the helicopter slowed through 60 kts on final approach, the landing gear warning sounded. The crew checked the lights and confirmed three greens. The crew carried out a precautionary missed approach and cycled the gear, again receiving three greens then the warning at 60 kts. The Goodwyn Alpha deck crew carried out a visual check of the gear and reported that it seemed to be down. The helicopter landed normally.
25-Apr-05	200501959	M200502844	Incident	5	Mount Isa, Aerodrome	QLD	VH-LNQ	Cessna Aircraft Company	182R	Miscellaneous	MBZ	G	The Saab 340B was turning around for departure at the threshold of runway 16 when a C182 pilot called the 340B crew stating his desire to depart ahead of the 340B if that was OK by them, then taxied onto the runway in front of the 340B. The 340B crew asked the C182 pilot not to proceed and the C182 then vacated the runway.
							VH-UYC	Saab Aircraft AB	SF-340B	Air Transport			
25-Apr-05	200501960	W200500236	Incident	5	Century Mine, Aerodrome	QLD	VH-HOA	Cessna Aircraft Company	404	Charter	OCTA	G	Just before the aircraft rotated during takeoff from runway 14, the left engine lost power, ran very rough for a few seconds, then failed. The pilot rejected the takeoff. Inspection revealed that the engine which was nearly new, had lost about three litres of oil through a large hole in the crankcase.

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25-Apr-05	200501961	M200502826	Incident	5	15km WNW Dubbo, VOR	NSW	VH-TQG	de Havilland Canada	DHC-8-201	Air Transport	MBZ	G	As the aircraft passed 8 NM on the 297 radial, the crew received an EGPWS 'terrain terrain' warning. About five seconds later, the master caution and GPWS caution lights illuminated. The crew reset the master caution light, and the GPWS caution light extinguished after about 10 seconds. The aircraft was in VMC and the radar altitude was 1,100 ft.
26-Apr-05	200501934	M200502976	Incident	5	Adelaide, Aerodrome	SA	VH-TJR	Boeing Co	737-476	Air Transport	Capital City Primary CTR	C	During final approach, the aircraft struck a bird that impacted the nose landing gear. The aircraft was not damaged.
26-Apr-05	200501935	W200500234	Incident	5	Adelaide, Aerodrome	SA	VH-RXX	Saab Aircraft AB	SF-340B	Air Transport	Capital City Primary CTR	C	During the initial climb, the aircraft struck a seagull that impacted the left wing. The aircraft was not damaged.
26-Apr-05	200501947	E200502080	Incident	5	Moorabbin, Aerodrome	VIC	VH-EUH	Cessna Aircraft Company	172R	Miscellaneous	General Aviation CTR	GAAP	The aircraft was observed to infringe the runway strip on runway 17R without a clearance.
26-Apr-05	200501949	E200502075	Incident	5	Moorabbin, Aerodrome	VIC	VH-MEE	Piper Aircraft Corp	PA-28R-200	Miscellaneous	General Aviation CTR	GAAP	The aircraft's transponder failed resulting in erroneous STCA alerts.
27-Apr-05	200501926	M200502983	Accident	5	Hay, (ALA)	NSW	VH-SCB	Cessna Aircraft Company	305F	Instructional	CTAF	G	During the landing roll on runway 04, the pilot lost directional control. This resulted in the aircraft's right wing and nose striking the ground. The aircraft sustained substantial damage.
27-Apr-05	200501941	E200502096	Incident	5	Sydney, Aerodrome	NSW	VH-TAK	Boeing Co	737-376	Air Transport	Capital City Primary CTR	C	While taxiing to runway 34L for departure, the aircraft was observed to enter taxiway B southbound. This was contrary to the published taxiway usage system which requires the use of taxiway C in this situation.
27-Apr-05	200501942	M200502843	Incident	5	Sydney, Aerodrome	NSW	VH-VXR	Boeing Co	737-838	Air Transport	Capital City Primary CTR	C	As the aircraft passed 1,500 during climb from runway 34R, the GPWS activated a 'too low terrain' warning. Simultaneously, the left radar altimeter displayed a minus figure and both flight directors and roll bars disappeared. After 30 seconds, the left radar altimeter returned to normal operation. All displays returned to normal and the GPWS warning ceased.
27-Apr-05	200501943	M200502842	Incident	5	13km SSE Sydney, VOR	NSW	VH-ZXD	Boeing Co	767-336	Air Transport	Capital City Primary CTR	C	Shortly after the aircraft became established on final approach for runway 34L, the crew received a TCAS RA. The crew had traffic on approach to runway 34R in sight.
27-Apr-05	200501944	E200502101	Incident	5	GEMAC, (IFR)	VIC	ZK-JNG	Boeing Co	737-376	Air Transport	CTA	A	On their initial VHF contact with the sector controller, the crew were issued an incorrect STAR which they accepted. Shortly afterward when the crew queried the clearance, the correct STAR was issued.
27-Apr-05	200501945	M200502928	Incident	5	15km S Canberra, VOR	NSW	VH-TJU	Boeing Co	737-476	Air Transport	CTA	C	While the aircraft was conducting an ILS approach to runway 35, it struck a bird that impacted lower left fuselage area.

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27-Apr-05	200501948	M200502929	Incident	5	Melbourne, Aerodrome	VIC	VH-ZXF	Boeing Co	767-336	Air Transport	Capital City Primary CTR	C	While on short final approach to runway 27, the aircraft struck a bird. The impact occurred near the left pitot tube.
27-Apr-05	200501954	E200502083	Incident	5	BUNKY, (IFR)	VIC	9M-MRP	Boeing Co	777	Air Transport	CTA	A	The B777 crew were issued an ARBEY 1 STAR for landing on runway 27 at Melbourne. This procedure contains a requirement to cross the BUNKY waypoint at or below 9,000 ft. The aircraft was observed on radar to cross BUNKY at FL230. ATC vectored two outbound aircraft off track to ensure separation with the B777.
28-Apr-05	200501923	M200502840	Incident	5	Jandakot, Aerodrome	WA	VH-YTB	SOCATA - Groupe Aerospatiale	TB-10	Instructional	General Aviation CTR	GAAP	During a night training flight in the circuit, the aircraft landed heavily. The propeller struck the ground sustaining damage and leading to possible engine damage.
28-Apr-05	200501946	M200502852	Incident	5	Darwin, Aerodrome	NT	VH-OGI	Boeing Co	767-338ER	Air Transport	Capital City Primary CTR	C	Although the crew had not noticed the collision, evidence of a birdstrike was discovered on the right engine.
29-Apr-05	200501950	E200502132	Incident	5	37km NNW Sydney, VOR	NSW	VH-TQZ	de Havilland Canada	DHC-8-315	Air Transport	CTA	C	The aircraft had been assigned descent to 7,000 ft but was observed on its radar transponder's altitude readout to descend below that level. Further descent was then assigned.
29-Apr-05	200501952	E200502128	Incident	5	Wagga Wagga, VOR	NSW	VH-TJP	Boeing Co	737-476	Air Transport	CTA	C	The sector controller cleared the aircraft to descend to FL110. When the aircraft was transferred to approach control, the crew reported descending to 10,000ft.
29-Apr-05	200501953	M200502933	Incident	5	GEMAC, (IFR)	VIC	VH-OGF	Boeing Co	767-338ER	Air Transport	OCA	A	During cruise, the crew noticed an unusual noise in the centre section of the aircraft. This was followed some time later by an EICAS hydraulic system warning message. The crew completed the non-normal checklists and advised ATC of the situation. When the aircraft landed, smoke was observed issuing from the left landing gear. The RFFS attended and the aircraft was towed to the terminal. Engineering investigation revealed a failure in the lateral flight control shutoff valve pressure line in the left wheel well.
29-Apr-05	200501955	M200503025	Incident	5	17km SSE Sydney, VOR	NSW	VH-VBQ	Boeing Co	737-7BX	Air Transport	CTA	C	While established on final approach to runway 34L and with the crew having traffic on final approach for runway 34R in sight, the aircraft's TCAS activated an RA. The crew reacted appropriately and then continued for an uneventful landing.

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29-Apr-05	200501956	M200503027	Incident	5	Sydney, Aerodrome	NSW	VH-VBT	Boeing Co	737-7BX	Air Transport	Capital City Primary CTR	C	Just after the aircraft became airborne, the co-pilot's Electronic Flight Instrument System failed. The crew carried out the appropriate non-normal checklist items but the display did not resume operation. The crew returned the aircraft to Sydney.
29-Apr-05	200501957	E200502147	Incident	5	13km NNW Sydney, VOR	NSW	VH-VOR	Boeing Co	737-800	Air Transport	CTA	C	While the aircraft was established on final approach for runway 16, the crew received a TCAS RA. The crew had sighted another B737 on parallel final approach for runway 16R. They reacted appropriately and then continued for a normal landing.
30-Apr-05	200501905	E200502155	Incident	4	15km N Benalla, Aerodrome	VIC	VH-FWE	Beech Aircraft Corp	V35A	Non-commercial	OCTA	G	While on a private flight with one passenger, the pilot reported loss of aileron control while in cruise at 7,500 ft. Control was regained by using rudder and extending the landing gear. The aircraft subsequently landed safely. The investigation is continuing.
1-May-05	200501930	M200502988	Incident	5	Brisbane, Aerodrome	QLD	VH-ZXA	Boeing Co	767-336	Air Transport	Capital City Primary CTR	C	During the take-off roll, cabin crew noticed a pungent smell of plastic or rubber. The smoke detector alarm in the doors two galley activated. Cabin crew checked the ovens for burnt plastic and switched the recirculation fans off. By top of descent, the smell had dissipated. When the aircraft levelled out to enter holding, the smell returned but disappeared again when the aircraft resumed descent. After shutdown, the smell returned. An engineer who had travelled as a passenger on the flight expressed the view that the smell was electrical. Extensive checking by engineers, including ground engine runs, did not reveal the source of the smell beyond doubt. The aircraft returned to service and the smell did not recur.
1-May-05	200501938	E200502188	Incident	5	Ikuma, (IFR)	Other	VH-QPG	Airbus	A330	Air Transport	CTA	A	The aircraft was climbing from FL 350 to FL 370 when number two engine spooled down for approximately five seconds before recovering to normal operation. The aircraft was operating in clear air with nil turbulence. The crew received no ECAM messages. As a precautionary measure, the crew diverted to Darwin where they landed the aircraft normally.