

**Aviation Safety Investigation Report  
199700485**

**Saab Aircraft AB  
340**

**16 February 1997**

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.

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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.

<b>Occurrence Number:</b>	199700485	<b>Occurrence Type:</b>	Incident
<b>Location:</b>	Sydney, Aerodrome		
<b>State:</b>	NSW	<b>Inv Category:</b>	4
<b>Date:</b>	Sunday 16 February 1997		
<b>Time:</b>	1100 hours	<b>Time Zone</b>	ESuT
<b>Highest Injury Level:</b>	None		
<b>Aircraft Manufacturer:</b>	Saab Aircraft AB		
<b>Aircraft Model:</b>	SF-340B		
<b>Aircraft Registration:</b>	VH-EKG	<b>Serial Number:</b>	367
<b>Type of Operation:</b>	Air Transport Passenger Scheduled		
<b>Damage to Aircraft:</b>	Nil		
<b>Departure Point:</b>	Sydney, Aerodrome		
<b>Departure Time:</b>			
<b>Destination:</b>	Coffs Harbour NSW		

**Approved for Release:** Friday, September 19, 1997

The pilot reported a loud bang from the right engine, during the take off roll. The take off was rejected and the engine was subsequently shut down.

After removing the engine from the aircraft, the operator sent it to the approved overhaul organisation in England for examination. The examination report concluded that the engine failure was caused by failure of the Stage 2 forward cooling plate. The failed plate then caused extensive damage to the hot section and power turbine components.

About three months after the incident, in April 1997, the United States Federal Aviation Administration (FAA) issued Airworthiness Directive (AD) 97-05-12 addressing the cooling plate failure. The AD calls for regular plate inspection at set intervals. The AD recommendation was adopted by the Australian Civil Aviation Safety Authority (CASA) who issued AD/CT7/7 effective from 17 July 1997.

The operator indicated that they have initiated a program requiring all engines to be inspected in accordance with AD/CT7/7.