

**Aviation Safety Investigation Report  
199600320**

**Boeing Co  
B767**

**29 January 1996**

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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.

**Occurrence Number:** 199600320                      **Occurrence Type:** Incident  
**Location:** Melbourne, Aerodrome  
**State:** VIC    **Inv Category:** 4  
**Date:** Monday 29 January 1996  
**Time:** 1243 hours                                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft**                                      Boeing Co  
**Manufacturer:**  
**Aircraft Model:** 767-204  
**Aircraft Registration:** VH-RMK

**Serial  
Number:**

**Type of Operation:** Air Transport Domestic High Capacity Passenger  
Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Melbourne Vic  
**Departure Time:**  
**Destination:** Sydney NSW

**Approved for Release:** Monday, October 21, 1996

Approaching top of climb a strong odour became evident in both the cabin and flight deck. When visible light smoke was noticed the crew initiated a return to Melbourne. During descent the right engine oil pressure fell to zero and the engine was shut down.

Maintenance found engine oil dripping from the engine. The engine was removed for tear down inspection which disclosed that the high pressure turbine oil pressure tube had ruptured at the coupling nut allowing the engine oil to be pumped overboard. The rupture had originated in an area of deficient fusion in a manufacturing weld. The manufacturer initiated a world wide x-ray sampling of the tube and published a service bulletin detailing corrective actions to be taken.