

**Aviation Safety Investigation Report  
199601559**

**Boeing Co  
B737-400**

**14 May 1996**

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](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> 199601559 <b>Location:</b> 160km W Melbourne, Aerodrome <b>State:</b> VIC <b>Date:</b> Tuesday 14 May 1996 <b>Time:</b> 0830 hours <b>Highest Injury Level:</b> None  <b>Aircraft Manufacturer:</b> Boeing Co <b>Aircraft Model:</b> 737-476 <b>Aircraft Registration:</b> VH-TJG	<b>Occurrence Type:</b> Incident  <b>Inv Category:</b> 4  <b>Time Zone:</b> EST    <b>Serial Number:</b> 24432
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**Type of Operation:** Air Transport Domestic High Capacity Passenger  
Scheduled

**Damage to Aircraft:** Nil

**Departure Point:** Melbourne Vic

**Departure Time:** 0830 EST

**Destination:** Adelaide SA

**Approved for Release:** Thursday, August 29, 1996

The aircraft departed Melbourne with an unserviceable auxiliary power unit (APU). During climb the left engine driven generator also failed. As the aircraft was left with only one serviceable generator,(the right engine driven generator) the flight returned to Melbourne.

These problems had been intermittantly occuring for a couple of days. After extensive investigation maintenance found that the APU start switch was unserviceable. After the switch was replaced the APU operated satisfactorily. The left engine driven generator and electrical contactor were subsequently confirmed to be unserviceable and were replaced. Subsequent operations have been satisfactory.