

**Aviation Safety Investigation Report
199500026**

**Boeing Co
B737-400**

05 January 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:	199500026	Occurrence Type:	Incident
Location:	40km S Brisbane		
State:	QLD	Inv Category:	4
Date:	Thursday 05 January 1995		
Time:	1550 hours	Time Zone	EST
Highest Injury Level:	None		
Aircraft Manufacturer:	Boeing Co		
Aircraft Model:	737-476		
Aircraft Registration:	VH-TJL	Serial Number:	24437
Type of Operation:	Air Transport Domestic High Capacity Passenger Scheduled		
Damage to Aircraft:			
Departure Point:	Brisbane QLD		
Departure Time:			
Destination:	Sydney NSW		

Approved for Release: Wednesday, February 15, 1995

When climbing through FL120, the crew heard a loud bang followed by severe vibration. The Number 2 engine instruments indicated an EGT of 990 degrees and a vibration indication of 5 (most severe indication). The engine was shut down as per the checklist and the aircraft was returned for a safe landing. The engine was removed and failure of the Number 4 bearing identified as the cause of the malfunction.