

**Aviation Safety Investigation Report
199500563**

**Boeing Co
B767**

28 February 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:	199500563	Occurrence Type:	Incident
Location:	Bindook		
State:	NSW	Inv Category:	4
Date:	Tuesday 28 February 1995		
Time:	2020 hours	Time Zone	ESuT
Highest Injury Level:	Minor		
Aircraft Manufacturer:	Boeing Co		
Aircraft Model:	767-238ER		
Aircraft Registration:	VH-EAO	Serial Number:	23403
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: Wednesday, December 6, 1995

The aircraft was in clear air, descending through FL165, at an indicated airspeed of 270 kts, with the centre autopilot engaged. As the speedbrake handle was moved from the closed position the aircraft rolled rapidly from a wings level attitude to some 20 degrees right bank. The first officer disconnected the autopilot and recovered to wings level. The autopilot was subsequently re-engaged and operated normally. An Engine Indication and Crew Alerting System (EICAS) message (Spoilers), and associated spoiler indicator light, remained illuminated for the remainder of the flight. One flight attendant was slightly injured during the incident.

Flight data recorder information revealed no unusual flight control inputs associated with the event. Ground inspection revealed that a fault event had been recorded by the No.2 Spoiler Control Module (SCM), but that fault could not be duplicated during ground testing. The operator carried out extensive troubleshooting of the complete system in conjunction with the manufacturer, without detecting any faults. The SCM was replaced as a precaution and the operator plans to install upgraded modules as they become available.