

**Aviation Safety Investigation Report  
199500776**

**Boeing Co  
B767**

**17 March 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.

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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:** 199500776      **Occurrence Type:** Incident  
**Location:** 50km SW Sydney  
**State:** NSW      **Inv Category:** 4  
**Date:** Friday 17 March 1995  
**Time:** 0930 hours      **Time Zone:** EST  
**Highest Injury Level:** None

|                               |   |                       |       |
|-------------------------------|---|-----------------------|-------|
| <b>Aircraft Manufacturer:</b> | Boeing Co   |                       |       |
| <b>Aircraft Model:</b>        | 767-338ER   |                       |       |
| <b>Aircraft Registration:</b> | VH-OGI  | <b>Serial Number:</b> | 25246 |
| <b>Type of Operation:</b>     | Air Transport Domestic High Capacity Passenger<br>Scheduled |                       |       |
| <b>Damage to Aircraft:</b>    | Nil   |                       |       |
| <b>Departure Point:</b>       | Melbourne VIC   |                       |       |
| <b>Departure Time:</b>        |   |                       |       |
| <b>Destination:</b>           | Sydney NSW  |                       |       |

**Approved for Release:** Wednesday, December 6, 1995

Whilst on descent through about FL240 with C autopilot engaged, the aircraft rolled rapidly to the right, but immediately corrected itself. Speedbrakes were extended at the time.

Flight Data Recorder information did not reveal any unusual flight control inputs, however individual spoiler positions are not recorded, only the speedbrake control handle position is recorded. A ground functional test of the flight control system was normal, but a loose electrical connector at number 6 spoiler (left wing) power control actuator was found. It is considered that the loose connection may have commanded the spoiler to retract, causing a roll to the right which was corrected by the autopilot.

The operator has instigated a fleetwide check of spoiler electrical connections.