Aviation Safety Investigation Report 199503824

Airbus A300-B4-203

12 November 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.

Aviation Safety Investigation Report

199503824

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: 199503824 **Occurrence Type:** Incident
Location: Melbourne, Aerodrome
State: VIC **Inv Category:** 4
Date: Sunday 12 November 1995
Time: 1753 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Airbus
Aircraft Model: A300-B4-203
Aircraft Registration: VH-TAC **Serial Number:** 157
Type of Operation: Air Transport Domestic High Capacity Passenger
Damage to Aircraft: Nil
Departure Point: Melbourne VIC
Departure Time: 1750 ESuT
Destination: Sydney NSW

Approved for Release: Monday, October 21, 1996

On takeoff the left engine exhaust gas temperature exceeded the maximum limit. The power was subsequently reduced to idle and the aircraft was manoeuvred for a return to Melbourne. During the manoeuvring the turbine vibration increased and when upper limits were exceeded the engine was shut down. The aircraft landed with the airport emergency services on standby.

The high engine exhaust gas temperature reading was found to be a false indication which was traced to a high resistance within the exhaust gas harness assembly probably caused by moisture ingress in connectors. The high vibration reading had been investigated without determining the cause. The engine's vibration was being monitored by the operator who advised that since this incident the engine vibration readings have returned to normal.