

**Aviation Safety Investigation Report
199400441**

**SOCATA - Groupe Aerospatiale
Tobago**

15 February 1994

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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.

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: 199400441 **Occurrence Type:** Incident
Location: Coonabarabran
State: NSW **Inv Category:** 4
Date: Tuesday 15 February 1994
Time: 2230 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: SOCATA - Groupe Aerospatiale
Aircraft Model: TB-10
Aircraft Registration: VH-YTD **Serial Number:** 1402
Type of Operation: Instructional Dual
Damage to Aircraft: Minor
Departure Point: Tamworth NSW
Departure Time: 2100 ESuT
Destination: Coonabarabran NSW

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	ATPL 1st Class	101.0	4657

Approved for Release: Thursday, August 11, 1994

Shortly after carrying out a touch-and-go landing, at night on runway 29, a loud 'chuffing' sound was heard. Safety checks were begun, but the cockpit commenced to fill with smoke with no obvious sign of fire. Fresh air vents were closed and a close circuit was carried out for a normal landing.

It was subsequently found that a number of exhaust pipe slip joint bolts were missing. One exhaust pipe had become detached and the escaping hot exhaust gases had burnt through the lower cowl.

Safety Action

As a result of the investigation into this and other similar occurrence (OASIS 9201731), the Bureau of Air Safety Investigation met with the Civil Aviation Authority Airworthiness (Powerplants) staff and discussed the apparent deficiencies with the exhaust clamping arrangements.

The CAA researched the available data and located a SOCATA Service Bulletin (SB), SB 10-073-78, which had been released in January 1994. The CAA subsequently issued Aerospatiale (SOCATA) TB9, TB10 and TB20 Airworthiness Directives (ADs) AD/TB10/20, AD/TB10/21 and AD/TB20/27 effective 26 May 1994 mandating compliance with the manufacturers SB within 50 hours of time of service.

This prompt action by the CAA, in full consultation with the Bureau of Air Safety Investigation, obviated the need for any formal safety output.
