

**Aviation Safety Investigation Report  
199401015**

**British Aerospace Plc  
BAe 146-300**

**15 April 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](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:** 199401015      **Occurrence Type:** Incident  
**Location:** 65km N Mallacoota  
**State:** VIC      **Inv Category:** 4  
**Date:** Friday 15 April 1994  
**Time:** 1741 hours      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** British Aerospace Plc  
**Aircraft Model:** BAe 146-300  
**Aircraft Registration:** VH-EWM

**Serial Number:** E3179

**Type of Operation:** Air Transport Domestic High Capacity International Passenger  
**Damage to Aircraft:** Nil  
**Departure Point:** Sydney NSW  
**Departure Time:** 1710 EST  
**Destination:** Hobart TAS

**Approved for Release:** Tuesday, August 30, 1994

The number 1 engine was shut due to an indication of increasing vibration. The aircraft diverted to Melbourne where investigation disclosed that the increasing vibration reading was caused by a chafed wiring harness. The harness had chafed due to a poorly positioned support clip allowing contact between the harness and the fan case.