

**Aviation Safety Investigation Report
199904073**

**Aerospatiale
SA.365C-1**

18 August 1999

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.

Occurrence Number: 199904073 **Occurrence Type:** Incident
Location: 11km NE Epping
State: VIC **Inv Category:** 4
Date: Wednesday 18 August 1999
Time: 1312 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Aerospatiale
Aircraft Model: SA.365C-1
Aircraft Registration: VH-PVA **Serial Number:** 5025
Type of Operation: Miscellaneous Police Activities
Damage to Aircraft: Nil
Departure Point: Essendon Vic.
Departure Time: 0310 EST
Destination: Mount Buller Vic.

Approved for Release: Tuesday, September 28, 1999

Engine Oil Leak

The aircraft was enroute to Mount Buller on a medivac priority flight after having departed Essendon. During climb out to cruise level, the aircraft experienced a caution advisory indicating low oil pressure of the number two engine. The crew initiated emergency procedures and completed an uneventful precautionary landing near Thomastown. Further investigation revealed oil leakage in the area of the number two engine deck. An engine magnetic particle detector receptacle was found loose and backing out, because of a failed lockwire, thereby causing the oil leakage. The engine number two and three modules were replaced as a precaution and the aircraft returned to service.

