

**Aviation Safety Investigation Report
199503616**

**Boeing Co
B737**

25 October 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.

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: 199503616 **Occurrence Type:** Incident
Location: Canberra, Aerodrome
State: ACT **Inv Category:** 4
Date: Wednesday 25 October 1995
Time: 2002 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 737-376
Aircraft Registration: VH-TJD **Serial Number:** 24298

Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Melbourne Vic
Departure Time: 1921 EST
Destination: Canberra ACT

Approved for Release: Tuesday, October 22, 1996

While the aircraft was descending to land at Canberra the forward toilet smoke detector activated, the flight deck smoke annunciate light illuminated and a small amount of smoke was visible on the flight deck. The flight attendant confirmed there was no evidence of fire in the toilet. A slight haze was visible in the cabin with wisps emanating from the airconditioning vents. The crew continued with the landing and a normal disembarkation ensued.

Oil was found to be dripping from the engine which was removed for rectification. The number 1 air/oil seal was found to have delaminated allowing engine oil to permeate into the airconditioning ducts. The seal had previously been repaired at the manufacturers facility. After this incident the operator determined to use only newly manufactured seals and introduced an in-situ pressure test of the seal.