AIR ACCIDENT INVESTIGATION UNIT

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PRELIMINARY INCIDENT REPORT

This is preliminary information, subject to change, and may contain errors. Any errors in this Report will be corrected when the Final Report has been completed.

Report No:	2006-017
1. AIRCRAFT MANUFACTURER:	Airbus
Model:	A320
State of Registry:	Spain
Registration:	EC-JHJ
Serial Number:	1775
Year of Manufacture:	2002
2. OPERATOR:	LTE
3. TYPE OF OPERATION:	Public Transport
4. DATE / TIME:	10 June 2006 @ 12.29 hrs
5. POSITION OF OCCURRENCE:	Dublin Airport, Ireland
6. PERSONS ON BOARD:	Crew: 7 Passengers: 186
7. INJURIES:	Crew: Nil Passengers: Nil
8. DAMAGE:	Un-commanded Spoiler Actuation
9. INVESTIGATOR-IN-CHARGE:	Graham Liddy

While the aircraft was preparing for departure from Dublin, the flight crew noted that the No 5 left-hand (LH) wing spoiler was deployed in the fully open position. By resetting the system, the spoiler was successfully moved to the closed position prior to take-off.

After take-off, at an altitude of 1500 ft, the crew received a system warning indicating that the No 5 LH spoiler was again deployed in the fully open position. The crew noted that the auto-pilot was unable to hold the selected heading. The crew reverted to manual control, and experienced no difficulties in controlling the aircraft. They did note, however, that the aircraft's handling was different compared to the normal flight configuration. The crew advised Dublin ATC that they had a flight control problem and that they would return to Dublin. They did not declare an emergency. The aircraft landed without difficulty at Dublin.

Subsequent tests showed that the No 5 spoiler did deploy to the fully open position as soon as hydraulic pressure was supplied to the system (and consequently to the spoiler actuator). The spoiler also deployed when all electrical connections to the actuator were disconnected. The spoiler actuator, Lucas/Goodrich P/N 31077-111, was then removed and subjected to supervised testing at the manufacturer's facility. These tests showed that the problem lay in the actuator's electro hydraulic servo valve. The servo valve, MOOG Model D026-001B P/N A88004-003 was then tested under supervision at the MOOG facility in the UK.

This examination showed that a seal in the spool valve had failed and that debris from this failure had blocked a port in the servo valve. It was determined that the effect of this blockage was to cause the spoiler actuator to move to full deflection.

Further tests and examinations on the failed seal are continuing in order to determine the initial cause of the failure. The Investigation is ongoing and a Final Report will be published in due course.

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