1991: B767 Thailand

- General context
  - Commercial flight Bangkok-Vienna
  - 213 pax and 10 crews
  - Crew
    - CPT is American
    - FO is Austrian (German mother tongue)
    - Use English as required by company SOP
- Situational context
  - During climb
  - Left thrust Reverser deployed

1991: B767 Thailand (con'd)

FO	You need a little bit of rudder trim to the left
CPT	Ok
FO	(adding numbers to himself in German)
FO	Oh reverser's deployed
CAM	(sound similar to airframe shuddering)
CAM	(sound of metallic snap)
CPT	Jesus Christ!
CAM	(sound of metallic snap)
CAM	(sound of 4 caution tones)
CAM	(sound of siren warning until end of recording)
CAM	(sound of metallic snap)
CPT	Here wait a minute
CAM	(sound of two metallic snaps)
CPT	Dam it
CAM	(sound of wind noise increasing in volume)
CAM	(sound of recorder vibration until end of recording)
CAM	(sound of multiple bangs until end of recording)

1991: B767 Thailand (con'd)

- Analysis
  - Simulations of a 25 percent lift loss (from an in-flight deployment of the left thrust reverser) indicated that recovery from the event was uncontrollable.
  - Thrust reverser system certification by the FAA required that the airplane be capable of continued safe flight and landing under any possible position of the thrust reverser (FAR 25.933(a)(2)).
  - Simulation of the event disclosed that the airplane was not capable of controlled flight unless full wheel and full rudder were applied within 4 to 6 seconds after the thrust reverser deployed.

1991: B767 Thailand (end)

- Consequences
  - Aircraft destroyed
  - All on board deceased
- Conclusion (Aircraft Accident Investigation Committee of Thailand)
  - Uncommanded in-flight deployment of the left engine thrust reverser.
  - The specific cause of the reverser deployment has not been positively identified.