

## BULLETIN ADDENDUM

**AAIB File:** EW/G99/03/04

**Aircraft Type and Registration:** Shorts 360, EI-CPR

**Date & Time (UTC):** 8 March 1999 at 0850 hrs

**Location:** Ronaldsway Airport

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The first paragraph contained the following sentence:

“...The commander then attempted to slow the aircraft by selecting reverse pitch on the propellers; however this had limited effect due to the flying control gust locks still being engaged, since this system imposes a baulk on the power levers which limits the engine power.”

In fact the baulk does not apply when reverse pitch is selected. It is probable that in this case, the propeller levers were left at the taxi (ground idle) positions, thus limiting the reverse thrust. The levers would need to have been set at maximum RPM in order to obtain full reverse thrust.