



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record Excerpt from POH
CEN22LA085
West Helena, Arkansas
December 28, 2021

The A100 model aircraft was equipped with four blade propeller assemblies. The assemblies incorporated a secondary, electric low pitch stop while in flight to prevent propeller vibration. The wiring from each system was visually examined and did not exhibit preimpact anomalies. The airplane's Pilot's Operating Handbook (POH) includes a procedure for the failure of the flight (electrical) low pitch stop, included below, along with the warning to repair the system before the next flight.

FAILURE OF FLIGHT (ELECTRICAL) LOW PITCH STOP

If either propeller unexpectedly begins feathering in flight:

1. Power Lever (affected side) - REDUCE AS REQUIRED (to keep torque within limits).
2. "PROP GOV - IDLE STOP" Circuit Breaker (copilot's right subpanel) - PULL. Propeller speed should increase to governor setting.
3. Power Lever (affected side) - RETURN TO DESIRED POWER.

WARNING

Any malfunction of the Flight Low Pitch Stop system must be repaired before the next flight.

FAA Approved Revised: June 21, 1976

King Air A100 Airplane Flight Manual

3-9

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