

MEMORANDUM FOR RECORD

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Office of Aviation Safety-Eastern Region

Date: May 4, 2026

Subject: ERA24LA223

Contact: PWC Technical Advisor

As part of the investigation, a representative of the engine manufacturer, who was a technical advisor to the Transportation Safety Board (TSB) of Canada Accredited Representative was asked to provide information regarding fuel flow during propeller operation in Beta and reverse.

The representative advised that there is a deadband range when moving the power lever (PL) towards maximum reverse or forwards, where fuel flow, gas generator (Ng), and torque remains at idle values. Continuing to move the PL towards maximum reverse or forward beyond the deadband, the fuel flow, Ng and torque will increase at a similar rate (see Figure 1).

The deadband is determined by the cambox and rigging.

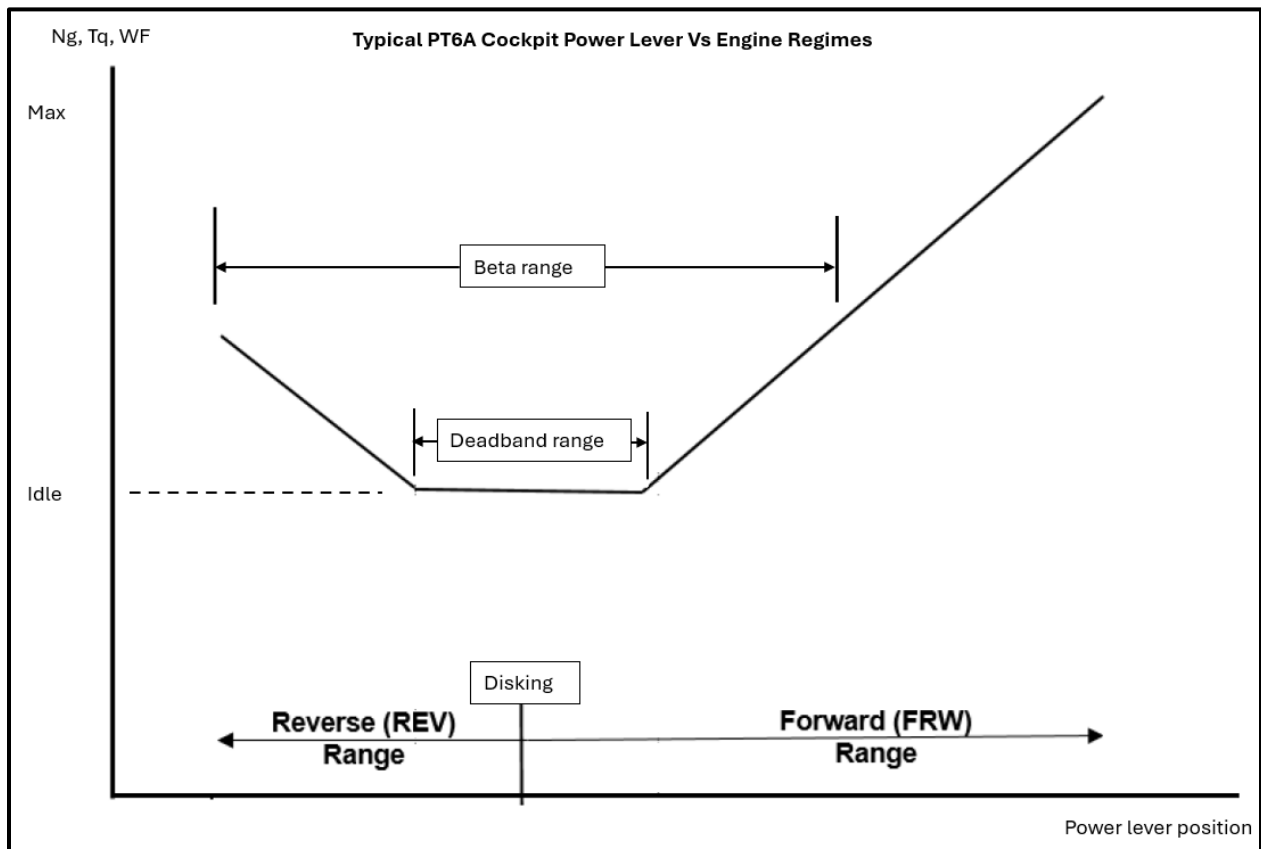


Figure 1 View of the Power Lever Position and Corresponding Fuel Flow, Ng, and Torque