

Uit het onderzoeksrapport over het vertrek met één defecte straalomkeerder

Een straalomkeerder (thrust reverser) is van groot belang voor het remvermogen. Maximaal remvermogen was belangrijk gezien de voor een DC-10 geringe lengte van de landingsbaan in Faro. Het al dagen durende slechte weer in Faro vergrootte de noodzaak tot maximaal remvermogen verder.

- P 13: The aircraft departure was delayed for about 40 min, due to a deficiency in the reverser of the no 2 engine, which was inhibited by the maintenance team in Amsterdam.
- P 32: ...dispatching the aircraft from Amsterdam with #2 Engine reverse unserviceable, violated the dispositions stated in the AOM (dispatch Deficiency Guide) which made landings in Amsterdam mandatory with 3 operating reverses.
- P 94: DC-10 Aircraft Operation Manual
 - ... Thrust Reversers. One fan thrust reverser may be unserviceable provided: Aircraft shall not depart a station where repair or replacement can be made ...

Food for Thought

- When was this defect with the Thrust Reverser first reported?
 - Happened this defect overnight?
- The flight of the Anthony Ruys to Faro was an extra flight on relatively short notice.
 - If this extra flight of the Anthony Ruys had not been scheduled, would there have been enough space for repair of the Thrust Reverser?
- What was the scheduled destination of the Anthony Ruys after Faro?
 - Landing in Amsterdam was mandatory with three operating reversers.
- Given the prevailing weather and runway conditions at Faro airport. What was the influence of the disconnected Thrust Reverser on the landing capability of the Anthony Ruys?
 - If the Anthony Ruys would not already have crashed, was another, major, accident probable?