

First Officer Scott Mangrum's Statement

Aircraft: N774SB

Date: 2/9/2016

WX check came in around 5 min after 7 am. WX was good so PIC accepted flight, first flight of day checks were completed, medcrew was loaded, engines started at 07:53. All before taxi checks were completed and we got a taxi clearance about 8 am, all taxi and before takeoff checklist was completed. Takeoff roll was normal, and through V1 and Vr everything felt normal, however what I initially noticed was that it was increasingly hard to hold runway heading which was what I was assigned. The yoke control pressure to keep wings level was becoming so hard that it took both hands to accomplish the task, I then checked the trim indicators to see if they were out of whack but the indicators were showing centered or very close. I asked the PNF which was also the PIC to feel the controls, we had a positive exchange of controls then he agreed that there was a control issue at which point he visually checked both the aileron and rudder trim indicators that appeared normal. Once he had control I tried to turn the trim knob and it felt bound but didn't want to overpower it because I was not the PF and could not experience any inputs that I made. We requested to turn back to DAL and ATC asked what the issue was and we told them we were having control problems, they asked if we wanted to declare an emergency and Gene quickly said that we did. I relayed to ATC in the affirmative and we turned back to the field and switched controllers. I checked engine gauges to make sure everything else was normal and it was Gene was struggling to keep wings level and we discussed if it was harder to hold the faster we went and he said he thought it was, which made me again check the trim indicators but again they looked normal. We were given a visual approach which we accepted, then discussed how we wanted to bring down flaps and gear being cautious not to exacerbate the situation. While on final Gene again tried adjusting the trim and got movement and the rolling right tendency went away and a normal landing was conducted.

 2/10/16