

N774SB incident involving stuck aileron trim knob dated 09-February-2016

On Feb. 8th I performed an inspection to the cockpit pedestal area of N774SB. Removed all of the control heads for autopilot, FMS, MFDs etc. out of the pedestal. Removed the right side panel of pedestal. Performed inspection of pedestal area and also some cleaning of dust and dirt that was in the pedestal.

On the morning of Feb.9th, the crew took N774SB on a trip. They came back and said that the aileron trim tab control knob was jammed and the aircraft wanted to roll to the right. I immediately took a look at the pedestal area and found that the canon plug on the back of the autopilot control head was touching the aileron trim gear mechanism inside the pedestal. I adjusted the cannon plug so it would not touch and the trim knob began to function as it should. Once the aircraft was put back in the hangar, we began opening it up to inspect the aileron trim system for any other possibilities that might cause the issue. Found that when the trim indicator was positioned exactly on top of the white dot indicating a neutral wing, the trailing edge of the trim tab was elevated above the trailing edge of the aileron $\frac{1}{4}$ to $\frac{1}{2}$ inch. Before adjusting the trim tab to the indicator, I checked the travel of the trim tab in relation to the indication in the cockpit. It hit both stops and was indicating correctly at the stops in the cockpit. I adjusted the trim tab to the indication of a neutral wing in the cockpit by turning both screws in the trim tab actuator in half a turn.


[Redacted Signature]
Jeff Kramer IA [Redacted] AP