



FIL.2023-T10

Flight Control Trim System

July, 2023

Dear Kodiak Owners, Operators and Network members,

Flight Information Letters serve as a Daher communications channel with the aviator community of TBM and Kodiak operators, pilots, training institutions, instructor pilots and mentors. Their goal is to highlight safe flight practices as well as enhance overall awareness on procedures and operations. Information contained in the Flight Information Letters does not supersede procedures in the Pilot's Operating Handbook (POH).

List of the previous FIL :

- [FIL.2015-T1](#): Stabilized Approach Criteria
- [FIL.2015-T2](#): TBM cabin pressure messages and warnings (Rev.1)
- [FIL.2016-T3](#): Uncoordinated / Asymmetric Flight
- [FIL.2017-T4](#): Ice contamination, speed, and flap awareness
- [FIL.2019-T5](#): When turning the Autopilot ON
- [FIL 2020-T6](#): Flight Control Trim
- [FIL.2021-T7](#): Weight & Balance
- [FIL.2022-T8](#): Inadvertent activation of the HomeSafe™
- [FIL.2022-T9](#): Utilization of flaps

Have you ever walked into an automatic door that didn't open automatically? We come to rely on the performance of automated systems for the added convenience, reduced workload, and lower stress levels that they provide. However, we should always keep in mind how to respond to automated systems failures when they happen.

The pitch trim compensation system is designed to ease control yoke forces during flap configuration changes. A failure of the manual pitch trim system may render the automatic pitch trim compensation system INOP. If this failure occurs during a flap transition, the resulting flap/power configuration can require significant control force input to maintain level flight. If the manual trim system has failed, use of the manual trim wheel may not correct the configuration. The procedures which should be followed in this type of situation are found in the Kodiak Pilot's Operating Handbook.

Refer to the ABNORMAL PROCEDURES section of your Kodiak POH for guidance:

Section 3A
ABNORMAL PROCEDURES

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TRIM SYSTEM MALFUNCTIONS

Elevator Trim Failure

Elevator trim fails to operate when commanded:

1. Manual Trim Wheel.....UTILIZE

If the manual trim wheel also fails to operate:

2. Airspeed.....ADJUST as required to obtain acceptable control yoke forces
(If a push is required, reduce airspeed to alleviate the force; if a pull is required, increase airspeed to alleviate the force.)
3. Flaps.....ADJUST as required to obtain acceptable control yoke forces
(If a push is required, retract the flaps to alleviate the force; if a pull is required, extend the flaps to alleviate the force.)
4. Flight.....LAND AS SOON AS PRACTICAL

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Section 3A
ABNORMAL PROCEDURES
FAA Approved

Elevator Trim Failure

Use this procedure if elevator trim fails to operate on command.

1. Manual Trim Wheel UTILIZE

If the manual trim wheel also fails to operate:

Make adjustments as required to alleviate and obtain acceptable control yoke forces.

If a push is required:

2. Airspeed REDUCE
3. Flaps.....RETRACT

If a pull is required:

4. Airspeed INCREASE
5. Flaps.....EXTEND

End of procedure.

This letter is part of Flight Information communications transmitted to TBM and Kodiak Pilots & Operators and focuses on specific flying tasks. This letter neither replaces nor overrides any POH and PG which are the only official documentation, this letter is for information only.