



FIL-2026-T18
AIRCRAFT TRIMMING
May 2026

Dear owners, operators and Network members,

This Flight Information Letter provides reminders about **aircraft trimming best practices**.

In flight, meaning from **liftoff to touchdown**, the orientation of the airplane along all three axes is performed **exclusively via the primary flight controls (elevator, rudder, ailerons and interconnected spoilers)**. Trims are **not primary flight controls** but are **secondary flight controls** along with the **flaps**.

Each phase of flight involves a **new pitch** and an **engine power change**, both of which require maintaining **coordinated flight (no prolonged skidding or slipping)**. Trim adjustments, made either **electrically or mechanically**, are used to **neutralize control forces** and **relieve the pilot** from having to maintain constant pressure on controls once the aircraft is stabilized into a new flight phase.

Consider the following three levels of awareness:

- **Unaware:** allow the aircraft to enter the next phase of flight without applying the necessary trim changes
- **Reactive:** recognize when an asymmetric flight condition exists àreturn to coordinated flight
- **Active:** anticipate and apply the trim changes required for each phase of flight.

Even aircraft equipped with **yaw damper** and **automatic rudder trim function** require an **active monitoring** of the function status through the **Automatic Flight Control System status box**.

Examples of pilot trimming errors include:

- Not checking indications to ensure trims are properly set for the takeoff
- Not adjusting or monitoring trim settings when transitioning to a new phase of flight
- Applying **full nose-up trim** to flare the aircraft during touchdown, increasing forward control wheel effort in case of a go-around

An improperly trimmed aircraft requires the pilot, or the autopilot, to sustain a **non-neglectable amount of force** to follow the intended flight path.

In normal operation, the following tables summarize what level of assistance is available, or not, regarding the autopilot, yaw damper and trims functions along three axes.

TBM		AP/TRIMS master position		
		OFF	AP OFF	ON
Pitch Trim	Manual trim (wheel)	✓	✓	✓
	Manual Electrical Pitch Trim (MEPT)	✗	✗	✓
Manual Electrical Roll Trim (MERT)		✗	✓	✓
Manual Electrical Yaw Trim (MEYT)		✗	✓	✓
Yaw Damper		✗	✗	✓
Yaw Autotrim (G1000 or G3000 avionics suites)		✗	✗	✓
Autopilot		✗	✗	✓

KODIAK 100 with S-TEC 55X Autopilot		AP master Switch position		
		OFF	FD	FD/AP
Pitch Trim	Manual trim tab	✓	✓	✓
	Manual Electrical Pitch Trim (MEPT)	✓	✓	✓
Manual Electrical Roll Trim (MERT)		✓	✓	✓
Manual Electrical Yaw Trim (MEYT)		✓	✓	✓
Automatic pitch trim compensation (varying flaps position)		✓	✓	✓
Autopilot		✗	✗	✓

		YD master Switch position		
		OFF	ON	AUTO
Yaw Damper		✗	✓	✓ ⁽¹⁾
(1) If AP master Switch position is FD/AP				

KODIAK 900 & KODIAK 100 with GFC700 Autopilot		Avionics Bus Energized	
		OFF	ON
Pitch Trim	Manual trim tab	✓	✓
	Manual Electrical Pitch Trim (MEPT)	✗	✓
Manual Electrical Roll Trim (MERT)		✓	✓
Manual Electrical Yaw Trim (MEYT)		✓	✓
Yaw Damper		✗	✓
Automatic pitch trim compensation (varying flaps position)		✗	✓
Autopilot		✗	✓

Pilots should be prepared for failure scenarios such as:

- **Autopilot failure**
- **Yaw damper failure**
- **Trim failures (rudder, pitch & roll)**

These failures significantly increase **pilot workload** in handling the airplane and maintaining **coordinated flight (no sideslip)**.

PFD annunciations (such as **PET**, **YTRM**, **PTRM**, **PTCH**, **ROLL**, **YAW** or **AFCFS**, as examples) should be **understood and taken seriously**. Use the **MEL** (Minimum Equipment List) for the **go/no-go decision**.

An improperly trimmed aircraft may end up in a **prolonged sideslip situation** that could disrupt the engine fuel supply up to **engine fuel starvation**.

This Flight Information Letter is provided for **informational purposes** and is **not meant to replace standard operating procedures**.

For additional information:

FIL 2016-T3 Rev 1 Uncoordinated - Asymmetric flight

This letter is part of flight information communications provided to TBM pilots and operators, with the focus on specific flying tasks. It is not intended to replace the Pilot Operating Handbook (POH) and Pilot Guide (PG), which are the only official documents. This letter is for information only.

List of all Flight Information Letters issued as of today is available in Technical Documentation file on **MyTBM.aero**:

- *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*
- *FIL-2022-T10: Flight Control Trim System*
- *FIL-2022-T11: Emergency landing gear extension procedure*
- *FIL-2023-T12: Go-around*
- *FIL-2023-T13: Kodiak Bleed Air Heat Malfunctions*
- *FIL-2024-T14: Circling approaches*
- *FIL-2025-T15: OFF Airport Operations*
- *The FIL-2025-T16: Flight preparation & Weather assessment*

This letter is part of flight information communications provided to TBM pilots and operators, with the focus on specific flying tasks. It is not intended to replace the Pilot Operating Handbook (POH) and Pilot Guide (PG), which are the only official documents. This letter is for information only.

WWW.TBM.AERO

WWW.KODIAK.AERO

#FLYTBM #FLYKODIAK