

ACCESSION NUMBER : 251615  
 DATE OF OCCURRENCE : 9309  
 REPORTED BY : FLC;  
 PERSONS FUNCTIONS : FLC,FO; FLC,PIC.CAPT;  
 FLIGHT CONDITIONS : IMC  
 REFERENCE FACILITY ID : UIN  
 FACILITY STATE : IL  
 FACILITY TYPE : ARTCC;  
 FACILITY IDENTIFIER : ZKC;  
 AIRCRAFT TYPE : LTT;  
 ANOMALY DESCRIPTIONS : ACFT EQUIPMENT PROBLEM/CRITICAL; LOSS  
 OF ACFT CONTROL;  
 ANOMALY DETECTOR : COCKPIT/FLC;  
 ANOMALY RESOLUTION : FLC OVERCAME EQUIP PROBLEM;  
 ANOMALY CONSEQUENCES : NONE;  
 SITUATION REPORT SUBJECTS : AN ACFT TYPE; ACFT EQUIPMENT; OTHER;  
 NARRATIVE : THERE WE WERE, CRUISING AT 16000 FT

WITH OUR ANTI AND DEICING EQUIP SELECTED 'ON.' NEITHER THE CAPT  
 NOR MYSELF KNEW IN THIS SPECIFIC ACFT, WITH ANTI ICING SELECTED,  
 THE TRIM 'WHOOLES' WOULD PERIODICALLY SOUND. I DESELECTED THE  
 AUTOPLT AND THE WHOOLES CONTINUED TO SOUND WITHOUT ANY TRIM INPUTS  
 FROM ME. WE FELT THIS WAS THE EARLY STAGES OF A TRIM RUNAWAY. THE  
 CAPT GAVE ME THE CHKLST AS I SELECTED THE AUTOPLT ON AGAIN. HE  
 SUGGESTED I LOCATE THE 'TRIM RUNAWAY' CHKLST AND THE TRIM MOTOR  
 CIRCUIT BREAKER. HE TOOK CTL OF THE ACFT WITH THE AUTOPLT ENGAGED.  
 AS HE TOOK THE ACFT, HE NOTICED A STRONG SHAKING WITH THE CTL  
 WHEEL SO HE PRESSED THE TOUCH CTL STEERING (TCS) BUTTON WHICH  
 TEMPORARILY DISCONNECTS THE AUTOPLT. AS SOON AS HE DID THIS, THE  
 ACFT ROLLED VIOLENTLY TO THE R TO ABOUT 45 DEGS AND JUST AS  
 VIOLENTLY TO THE L TO 45 DEGS. THE CAPT'S CTL INPUTS WERE FULL  
 OPPOSITE AILERON AND RUDDER. AS HE DID THIS, HE DISCONNECTED THE  
 AUTOPLT. IT MADE A COUPLE OF MORE VIOLENT BANKS EACH DIRECTION AS  
 WE BEGAN A DSCNT. WE NOTIFIED ATC OF OUR PROB, REQUESTED AN  
 IMMEDIATE DSCNT AND THE CURRENT WX IN QUINCY. AS THE CTLR GAVE US  
 THE WX, THE BANKS ENDED AND WE REGAINED FULL CTL OF THE ACFT. WE  
 NOTIFIED THE FLT ATTENDANT AND TOLD HER TO SIT DOWN. WE THEN BEGAN  
 TO TROUBLE-SHOOT THE PROB. OUR FIRST THOUGHT WAS SOME SORT OF  
 ICING BUT NONE WAS FOUND AND ALL AUTO DEICING EQUIP WAS OPERATING  
 NORMALLY. WE CONTINUED THE FLT WITH NO OTHER PROBS. WE SPOKE WITH  
 MANY PEOPLE FAMILIAR WITH THE LTT AND NO DEFINITE SOLUTION HAS  
 BEEN FOUND. THERE HAD BEEN A SVC BULLETIN FOR THE ACFT WHICH WAS  
 FOR AUTOPLT SERVOS OR SOMETHING. CALLBACK CONVERSATION WITH  
 REPORTER REVEALED THE FOLLOWING: A TEST FLT WAS FLOWN ON THIS ACFT  
 AND SHOWED THE SAME PROB. OFTEN TIMES ON THIS ACFT, SOMETHING WILL  
 HAPPEN IN THE AIR THAT CANNOT BE DUPLICATED ON THE GND OR ON A  
 TEST FLT, SO THE RPTR WAS OVERJOYED WHEN THE TEST FLT FAILED.  
 MAINT CHANGED THE AUTOPLT AND APPARENTLY THE PROB HAS BEEN  
 RECTIFIED. THE RPTR HAS NOT HEARD OF THIS SAME PROB HAPPENING TO  
 OTHER CREWS. HIS PLT'S UNION HAS SENT OUT A BULLETIN WARNING ALL  
 CREWS FLYING THIS ACFT OF THE PROB. THE 'TCS' BUTTON IS 'TOUCH CTL  
 STEERING.' THIS MOMENTARILY DISCONNECTS THE AUTOPLT WHILE THE  
 BUTTON IS PUSHED. THE AUTOPLT REENGAGES WHEN THE BUTTON IS

RELEASED.

SYNOPSIS : AN ACR LTT CREW HAD A SEVERE AUTOPLT  
PROB WITH WILD BANK ANGLE CHANGES.  
REFERENCE FACILITY ID : UIN  
FACILITY STATE : IL  
DISTANCE & BEARING FROM REF. : 20.,NE  
MSL ALTITUDE : 16000.16000