

CitationAir - NTSB event notification N547CS April 8th 2011 – Sec 830.5

Summary - loss of electric and manual trim tab control at top of climb 24,000 emergency declared and divert to KSAT

- a. Type – Cessna Citation Excel CE560XL , Nationality – USA N547CS
- b. CitationShares DBA as CitationAir Z5FA890K operator / owner fractional aircraft
- c. Pilot in Command Capt. John Ball
- d. Date – 4.08.2011 appx time. 13:20 CDT
- e. Departed KMSY enroute to KHOU diverted to KSAT emergency declared
- f. Appx position – Lat. 29.43 Long. -92.36 along the gulf coast, boarder of Texas and Louisiana
- g. Two on board – pilots no passengers – position leg
- h. Captain Statement –
Take off was normal with an almost uninterrupted climb to FL230. Approximately one thousand feet below our cleared altitude of FL230 we both noticed an abnormal feel in the controls. It felt as if the autopilot disengaged. All functions were normal and the autopilot was still connected. Approaching FL230 the pitch trim annunciator came on. After identifying I disconnected the autopilot and felt an immediate pitch up which was controlled with abnormal pressure. Use of electric trim was ineffective; manual trim was attempted without success. The pitch trim wheel spun without effect or any friction. The aircraft was slowed to the speed to which it was trimmed, about 215 to 220 knots indicated. The checklist for jammed elevator trim was run as this was the nearest checklist to the condition. Dispatch was notified and a divert to SAT was accomplished. An emergency was declared and a long final was requested with SAT approach control. A controllability check was accomplished prior to the FAF to insure no control issues existed. The ILS approach was flown at APP plus ten knots with the aircraft in a neutral trimmed condition. Speed was slowed to APP just prior to touchdown. Touchdown and landing rollout were normal.
- i. Time of departure KMSY – 1950 Z, landing KSAT 2154Z total time flight 2.1 block time
- j. Information known as of 4.11.2011 – aircraft is at the Cessna Service center in KSAT. The trim tab cable broke at the position shown in the following diagram. Cable has been removed and is being shipped to Cessna in Wichita, KS for further engineering analysis.

