

PITCH TRIM RUNAWAY OR FAILURE (Continued)**PRIMARY TRIM RUNAWAY**

1. AP/TRIM/NWS Disengage Switch - PRESS AND HOLD.
2. Secondary Trim Switch - ON (lift guarded cover).
3. Trim - AS REQUIRED. (SEC TRIM FAULT Light May Be Illuminated Until the Secondary Trim is Actuated.)
4. AP/TRIM/NWS Disengage Switch - RELEASE.
5. PITCH PWR Circuit Breaker (LH Panel) - PULL.

IF SECONDARY TRIM FUNCTIONS NORMALLY

6. Land as soon as practical.

IF SECONDARY TRIM ALSO RUNAWAY

6. Secondary Trim Switch - OFF (close guard).
7. SEC PITCH TRIM Circuit Breaker - PULL.
8. Land as soon as practical - Refer to Abnormal Procedures, STABILIZER TRIM SYSTEM JAM.

FAILURE

1. PITCH PWR and PITCH CONTROL Circuit Breakers (LH Panel) - CHECK IN.

IF TRIM STILL FAILED

2. Secondary Trim Switch - ON (Lift Guarded Cover).
3. Trim - AS REQUIRED (SEC TRIM FAULT Light May Be Illuminated Until the Secondary Trim is Actuated).
4. Land As Soon as Practical

UNCONTROLLED AIRPLANE ROLL

1. AP/TRIM/NWS Disengage Switch - PRESS.
2. Control Wheel - STOP ROLL - APPLY OPPOSITE ROLL CONTROL.

IF ROLL NOT ARRESTED

3. Spoiler Hold Down Switch - ON.

IF ROLL STILL NOT ARRESTED

4. Auxiliary Hydraulic Power - OFF.

CAUTION

A CHANGE IN ROLL AND/OR YAW DURING FLAP SELECTION MAY BE CAUSED BY ASYMMETRIC FLAPS. IF AN ASYMMETRY OCCURS DURING FLAP SELECTION, RETURN THE FLAP SELECTOR TO THE PREVIOUS POSITION AND LAND WITHOUT ANY FURTHER FLAP POSITION CHANGES. IF AN UNEXPLAINED ASYMMETRY OCCURS AT A FIXED FLAP SELECTOR POSITION, DO NOT ATTEMPT ANY FLAP POSITION CHANGES PRIOR TO LANDING. THESE ASYMMETRIES MAY NOT BE ANNUNCIATED.

(Continued Next Page)

UNCONTROLLED AIRPLANE ROLL (Continued)

NOTE

- Roll control spoilers are operative with the spoiler hold down switch ON and the auxiliary hydraulic power switch either in the NORM or ON position.
 - The roll control spoilers are inoperative with the spoiler hold down switch ON and the auxiliary hydraulic power switch OFF. Lateral control is sufficient for a maximum sideslip of one-half ball without roll spoilers.
5. Land as soon as practical - Refer to Normal Procedures, Before Landing.

CAUTION

- SPEEDBRAKES AND SPOILERS ARE INOPERATIVE BECAUSE THE SPOILER HOLDDOWN SWITCH IS ON.
- LIMITING CROSSWIND COMPONENT IS 10 KNOTS WHEN AUXILIARY HYDRAULIC POWER IS OFF.
- MULTIPLY THE LANDING DISTANCE BY 1.25.

JAMMED ROLL CONTROL SYSTEM

- | |
|---|
| <ol style="list-style-type: none">1. AP/TRIM/NWS Disconnect Switch - PRESS.2. Pilot and Copilot Control Wheels - RELEASE.3. Aileron/Spoiler Disconnect T-Handle - PULL.4. Pilot and Copilot Control Wheels - VERIFY ROLL RESPONSE. |
|---|

WARNING

PILOT OR COPILOT INPUT FORCE TO THE CONTROL WHEEL WILL INCREASE THE T-HANDLE PULL FORCE AND MAY PREVENT THE T-HANDLE FROM DISCONNECTING THE PILOT AND COPILOT ROLL CONTROL SYSTEMS.

NOTE

- The pilot's control wheel will operate the ailerons and the copilot's control wheel will operate the roll control spoilers when the T-handle is pulled.
- The use of rudder pedal input will aid in lateral controllability.

(Continued Next Page)

JAMMED ROLL CONTROL SYSTEM (Continued)**IF PILOT'S CONTROL WHEEL RESPONSE SATISFACTORY****CAUTION**

INADVERTENT MOVEMENT OF THE COPILOT'S CONTROL WHEEL
COULD CAUSE A ROLL SPOILER TO EXTEND.

5. Auxiliary Hydraulic Power - OFF.
6. Spoiler Holddown Switch - ON.
7. Land as soon as possible - Refer to Normal Procedures, BEFORE LANDING.

CAUTION

- MULTIPLY THE LANDING DISTANCE BY 1.25.
- SPEEDBRAKES AND SPOILERS ARE INOPERATIVE BECAUSE THE SPOILER HOLDDOWN SWITCH IS ON.
- LIMITING CROSSWIND COMPONENT IS 10 KNOTS AND LATERAL CONTROL IS SUFFICIENT FOR A MAXIMUM SIDESLIP OF ONE-HALF BALL WHEN ROLL SPOILERS ARE INOPERATIVE.

IF PILOT'S CONTROL WHEEL IS STILL JAMMED

5. Copilot's control wheel - Verify roll response.
6. Land as soon as possible - Refer to Normal Procedures, BEFORE LANDING.

CAUTION

- LIMITING CROSSWIND COMPONENT IS 10 KNOTS.
- NO AERODYNAMIC FORCE IS FELT ON THE COPILOT'S CONTROL WHEEL WHEN IT IS MOVED.
- RAPID CONTROL WHEEL INPUTS ARE RECOMMENDED WHEN ONLY THE ROLL SPOILERS ARE OPERABLE.