

After the pitch over incident in N108EK on Aug. 15, 2012, Cessna Aircraft Technical Service, the FAA and NTSB representatives made the following recommendations:

Comply with a complete functional check of the auto-pilot and pitch trim system per Chap. 27 for the Citation 560XL M.M.

Replace the Auto-pilot Trim Servo and both Elevator Trim Tab Actuators.

If not previously complied with replace the Horizontal Stabilizer Pitch Servo per Optional Service Letter 560XL-22-02. (The newer style servo is designed to keep moisture from entering) Inspect the auto-pilot and pitch trim system wiring for defects and continuity per the Citation 560XL wiring prints.

Comply with the Two Position Horizontal Stabilizer System Test per Chap. 27 of 560XL M.M. (Cessna request after the aircraft was reposition to Moline)

The recommendation findings are:

The auto-pilot and pitch trim systems functioned properly immediately after the incident and when tested. The Auto-pilot trim servo and both elevator trim actuators were replaced with overhauled units and the horizontal stabilizer pitch servo was replaced with the newer style per the Cessna Service Letter. No issues were found with the auto-pilot and pitch trim wiring. During the two position horizontal stabilizer system test no defects were found.

Teardown report for the Pitch Servo found no internal defects. Awaiting report for the Auto-pilot Servo.