

11.8 Captain's Irregularity Report

The Captain's Irregularity Report is to be completed as outlined in the instructions contained in Section 6.17.6 of this manual.

CAPTAIN'S FLIGHT IRREGULARITY REPORT			
and/or			
MECHANICAL RELIABILITY/INTERRUPTION REPORT			
DATE: <u>Feb 16, 2012</u>	FLIGHT NUMBER: <u>1291</u>	A/C TYPE: <u>EMB-120</u>	REG/NO: <u>N1110J</u>
TIME OCCURRED Z: <u>22:08</u>		LOCATION OCCURRED: <u>On Arrival</u>	
CAPTAIN: <u>Mulder, Bryan</u>	F/O: <u>Sutphin, Craig</u>	F/E: _____	
DESCRIPTION OF IRREGULARITY:			
Aircraft pitched down about 20 degrees uncommanded, following. The pitch down elevator input was difficult and pitch stability was poor.			
EMERGENCY DECLARED: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO EMERGENCY PROCEDURES EXECUTED:			
Performed a no flap landing on runway 35 at ILI and maintained approximately 180kts till crossing the threshold.			
DEVIATION(S) FROM FLIGHT PLAN, OPERATIONS MANUAL OR FAR'S AND REASON FOR:			
Performed a no flap landing to maintain aircraft pitch control.			
AIRCRAFT, AIRPORT AND WEATHER CONDITIONS:			
Aircraft condition was marginal pitch control, the airplane departed normal flight twice between 2208z and landing at 2214z.			
ILI was all runway surfaces dry VFR weather with winds out of the east 17 gusting to 24.			
PERSONS AND AGENCIES INVOLVED AND NATURE OF INVOLVEMENT:			
We informed Anchorage Center of a flight control issue and requested to stay in VFR conditions south of ILI. We requested emergency equipment with Anchorage Center. Kenai Radio called state DOT maintenance and requested emergency equipment. ILI DOT said they had nothing available to help us. Crowley our agent started gathering fire extinguishers to assist us.			
EXPLANATION OF DETAILS: (USE REVERSE SIDE FOR ADDITIONAL SPACE)			
CAPTAIN'S SIGNATURE: <u>[Signature]</u>		REPORT REVIEWED BY: <u>[Signature]</u>	
DATE: <u>2-17-12</u>		DATE: <u>2-17-12</u>	
(ORIGINAL TO BE ATTACHED TO TRIP PAPERS)			

Additional Space:

During descent aircraft pitched down about 20 degrees uncommanded. Following the uncommanded pitch down, elevator inputs were difficult and unusual control yoke feedback was felt.

Conditions prior to departure from normal flight were as follows:

1. Airspeed 250kts and stabilized in descent.
2. Autopilot was engaged but not trimming at time of uncommanded pitch down.
3. No vibrations were felt in the yoke prior to the uncommanded pitch down.
4. No turbulence noted prior to uncommanded pitch down.

As the aircraft pitched down I pulled back and disconnected the autopilot. I'm not sure if the autopilot dis-engaged because I pushed the disconnect or it dis-engaged on its own. I recovered from the pitch down attitude and told the FO to declare an emergency. The controls were mushy and felt like they would move to new positions without input. I asked the FO to find the auto pilot circuit breakers thinking that it was a trim issue. I could still use the electric trim and positioned the trim full nose down attitude because this seemed to improve the control forces. I slowed the aircraft to approximately 200kts and set up to fly to the south of ILI to give us time to figure out what was happening to the aircraft. Approximately 5-10 miles south of ILI we were in a gentle left hand 360 degree turn at 3000 feet when the airplane again pitched down about 20 degrees without warning. I stopped the turn after recovering from the pitch down and noted that we were lined up for a 5 mile final for runway 35. I instructed the FO we would be landing straight in for runway 35 flaps up and that if at anytime the airplane pitched down again that I wanted him to pull with me as hard as he could. I maintained 180kts until crossing the threshold and never looked at the airspeed again. The aircraft touched down on the mains and the nose at the same time and I pushed forward on the yoke. As soon as the aircraft touched the ground I applied max brakes and reverse thrust and the aircraft came to a stop about 3/4 of the way down the runway with no visible damage to brakes or tires.

Taxied back and exited runway and did an after landing checklist and informed center and radio that we had arrived safely at ILI.

On postflight inspection the left elevator was detached at the 2 outboard points.