

3/13/2026

FOR YOUR INFORMATION

2026-88/11-18

To: Boeing Commercial Airplane Company

2325242

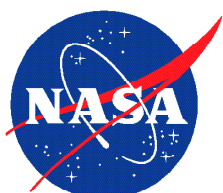
Info: FAA (AVP-1, AVP-200, AFS-200, AFS-900, AFS-260, AFS-100, AIR-720, AIR-780, AIR-360, SEA-AEG), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IBT, ICAO, ICASS, IFALPA, IPA, NTSB, PAMA, RAA, SWAPA, TWU

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: B737 Maintenance Procedure Concern

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2325242

DATE / TIME

Date of Occurrence	202601
Local Time Of Day	No Local Time Of Day Stated

AIRCRAFT / EQUIPMENT X

Make Model Name	B737 Undifferentiated or Other Model
Operating Under FAR Part	121

COMPONENT 1

Aircraft Component	Elevator Trim System
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PERSON 1

Function - Flight Crew	Captain
ASRS Report Number	2325242

EVENTS

Anomaly	Aircraft Equipment Problem - Critical
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew
Result - General	Maintenance Action

NARRATIVE 1

While in cruise flight, I noticed the elevator stab trim wheel was installed incorrectly. In the last few years, I've noticed this a few times and have filed a report every time. I am reporting this again because I believe anytime a flight control system component is installed incorrectly, it deserves review team attention.

CALLBACK 1

Reporter stated the aircraft involved encompasses the complete age range of the fleet, so this is not a new aircraft issue, and is probably related to internal maintenance procedures. The problem the reporter noticed and has seen in multiple aircraft, is the manual handle on the trim wheel is supposed to be offset from the Captain's side to the FO's side, to provide maximum leverage in the event of the necessity of operating the trim wheel manually. In the subject aircraft and in others like it, the manual handles are lined up evenly.

SYNOPSIS

B737 Captain reported the elevator stab trim wheel was installed incorrectly and noticed that this has been happening in the last few years.