

5/20/2026

FOR YOUR INFORMATION

2026-174/3-13

To: Pilatus Aircraft, FAA (AFS-100)

2352208

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-800, AFS-200, AIR-360, AIR-780, MKC-AEG, ANM-100), AMFA, AOPA, ASAP, ATSG, GAMA, IAM, IBT, ICASS, NBAA, NTSB, PAMA, TWU

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

Re: Pilatus PC-12 Stabilizer Trim Issue

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 2352208**DATE / TIME**

Date of Occurrence 202604
Local Time Of Day 0601 to 1200

PLACE

Locale ZZZ.ARTCC
State US
Altitude - MSL 26000

ENVIRONMENT

Flight Conditions Mixed

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center ZZZ
Make Model Name PC-12
Operating Under FAR Part 91

COMPONENT 1

Aircraft Component Horizontal Stabilizer Trim

PERSON 1

Function - Flight Crew Pilot Flying
ASRS Report Number 2352208

EVENTS

Anomaly Aircraft Equipment Problem - Critical
Anomaly Deviation - Altitude - Excursion From Assigned Altitude
Anomaly Deviation - Track / Heading - All Types
Anomaly Inflight Event / Encounter - Loss Of Aircraft Control
Anomaly Inflight Event / Encounter - Weather / Turbulence
Detector - Person Flight Crew
Result - Flight Crew FLC Complied w / Automation / Advisory
Result - Flight Crew Overcame Equipment Problem
Result - Flight Crew Regained Aircraft Control
Result - Aircraft Automation Overrode FLC

NARRATIVE 1

In stable cruise flight, IMC , negative ice, light to moderate turbulence, AP (Autopilot) on.

Without warning the aircraft started to climb, disengage AP and no change, found Stab trim indicator almost maxed out full up. Used the emergency trim interrupt switch to stop all trimming. While fighting the high yoke forces and working the QRH to solve the issue the aircraft climbed about 2000 feet and course was changed by about 30 degrees. ATC asked and I advised we had a runaway trim situation we were working on. I was able to troubleshoot the primary stab trim as the culprit. Pulled the associated circuit breaker, placed the trim interrupt switch back to normal, used the alt stab trim switch to bring the stab trim back down to the proper setting. Which then relieved all the abnormal yoke pressure, allowing a descent to the assigned cruise altitude and heading. I engaged the AP and reported to ATC that the situation was resolved.

SYNOPSIS

Pilatus PC-12 pilot reported a stabilizer trim malfunction during cruise. Pilot reset trim mechanism and continued the flight.