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**ACN: 2207027** (1 of 155)

### Time / Day

Date : 202409

Local Time Of Day : 1201-1800

### Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 220

Relative Position.Distance.Nautical Miles : 25

Altitude.AGL.Single Value : 5000

### Environment

Flight Conditions : IMC

Weather Elements / Visibility : Fog

Weather Elements / Visibility.Visibility : 0

Light : Daylight

Ceiling.Single Value : 2000

### Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Training

Flight Phase : Climb

Route In Use : Direct

Airspace.Class E : ZZZ

### Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 500

Experience.Flight Crew.Last 90 Days : 20

Experience.Flight Crew.Type : 15

ASRS Report Number.Accession Number : 2207027

Human Factors : Situational Awareness

### Events

Anomaly.Inflight Event / Encounter : Loss Of Aircraft Control

Anomaly.Inflight Event / Encounter : Weather / Turbulence

Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Became Reoriented  
Result.Flight Crew : Regained Aircraft Control  
Result.Flight Crew : Returned To Departure Airport

## Assessments

Contributing Factors / Situations : Human Factors  
Contributing Factors / Situations : Weather  
Primary Problem : Human Factors

## Narrative: 1

The weather reported for that day was a small layer from about 2,000-3,000' AGL. My student and I reviewed a separate standard flight briefing on foreflight, and a standard briefing from 1800wxbrief via the phone before the flight as well. The decision to make the flight would not have been made if the real and actual conditions were known. The actual conditions were IMC from 2,000-6,000+ AGL. We picked up a clearance and pop up clearance with the Tower, and were in a plane certified for IMC, and I was current as the PIC. However, because the cloud deck was so thick, we were in IMC much longer than anticipated. As a result of being in IMC for an extended period of time, the PIC became disoriented and started a turn and descent. This turn and descent were caught within a minute, and the plane was restored to straight and level. The PIC then asked ATC for vectors and altitudes to VMC conditions, which were given. The PIC deemed it wise to return to the home airport due to the inclement and unforecasted weather. There was a hurricane ravaging through the country at this time, and the PIC has speculated that the erroneous forecast may be influenced by that, and the associated power outages nationwide.

## Synopsis

PA-28 flight instructor reported experiencing spatial disorientation climbing through a cloud layer that resulted in a turn and descent that were quickly corrected.

**ACN: 2178934** (2 of 155)

## Time / Day

Date : 202409  
Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : ZZZ.TRACON  
State Reference : US  
Relative Position.Angle.Radial : 057  
Relative Position.Distance.Nautical Miles : 11  
Altitude.MSL.Single Value : 5000

## Environment

Flight Conditions : IMC  
Weather Elements / Visibility : Rain  
Weather Elements / Visibility.Visibility : 10  
Light : Daylight  
Ceiling.Single Value : 2800

## Aircraft

Reference : X  
ATC / Advisory.TRACON : ZZZ  
Aircraft Operator : FBO  
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior  
Crew Size.Number Of Crew : 2  
Operating Under FAR Part : Part 91  
Flight Plan : IFR  
Mission : Training  
Flight Phase : Descent  
Route In Use : Vectors  
Route In Use.Airway : V16  
Airspace.Class D : ZZZ

## Component

Aircraft Component : Engine  
Aircraft Reference : X  
Problem : Malfunctioning

## Person