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ACN: 2140217 (1 of 1)

Time / Day

Date : 202406
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.TRACON
State Reference : US
Relative Position.Angle.Radial : 001
Relative Position.Distance.Nautical Miles : 30
Altitude.MSL.Single Value : 8000

Environment

Flight Conditions : IMC
Weather Elements / Visibility : Turbulence
Work Environment Factor : Temperature - Extreme
Light : Daylight
Ceiling.Single Value : 8000

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Corporate
Make Model Name : Bonanza 36
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 4460
Experience.Flight Crew.Last 90 Days : 45
Experience.Flight Crew.Type : 250
ASRS Report Number.Accession Number : 2140217
Human Factors : Situational Awareness

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Illness / Injury
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Anomaly.Inflight Event / Encounter : Weather / Turbulence

Anomaly.Inflight Event / Encounter : Loss Of Aircraft Control
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Regained Aircraft Control
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Weather
Primary Problem : Weather

Narrative: 1

I was cruising at 8,000 feet in a Bonanza on an IFR flight from ZZZ to ZZZ1 and approximately 30 NM's North ZZZ2 when I entered a benign cloud bank but shortly after going IMC, I encountered localized extreme turbulence, hitting my head on the ceiling, and the autopilot disconnected. I was stunned momentarily but then realized the plane was in an unusual attitude (i.e. dive) and with very strong downdrafts and heavy controls. I recovered from the unusual attitude and I informed ATC that I had encountered extreme turbulence & downdrafts and could not hold altitude. Exiting IMC, the turbulence subsided and I had lost several thousand feet of altitude. I requested and was cleared to 6,000 and completed the flight without further incident. I think that the extremely high temperatures (near 100 degrees) on the ground and flying in this afternoon heat cumulatively contributed to a localized turbulent weather condition. The weather picture on the avionics did not show either precipitation, lightning, nor storm cell attributes at my position (or projected path), however there was evidently enough energy in the air to cause the extreme localized turbulence and downdrafts encountered.

Synopsis

GA pilot reported loss of aircraft control due to extreme turbulence encountered while flying through a cloud bank. Upon exiting the clouds, pilot regained control and continued the flight.

