

6/4/2026

FOR YOUR INFORMATION

2026-196/3-17

To: Textron Aviation (Cessna), FAA (AFS-100)

2357369

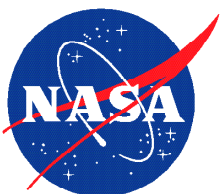
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-800, AFS-200, AIR-360, AIR-780, MKC-AEG, ANM-100), AMFA, AOPA, ASAP, ATSG, GAMA, IAM, IBT, ICASS, NBAA, NTSB, PAMA, TWU

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

Re: Cessna C501 SP Pitch-Up Incident

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 2357369**DATE / TIME**

Date of Occurrence	202604
Local Time Of Day	0601 to 1200

PLACE

Locale	ZZZ.Airport
State	US
Altitude - MSL	3000

ENVIRONMENT

Flight Conditions	IMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	ZZZ
Make Model Name	Citation I/SP (C501)
Operating Under FAR Part	91

COMPONENT 1

Aircraft Component	Autopilot
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COMPONENT 2

Aircraft Component	Elevator Trim System
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PERSON 1

Function - Flight Crew	Pilot Flying
Function - Flight Crew	Single Pilot
ASRS Report Number	2357369

EVENTS

Anomaly	Aircraft Equipment Problem - Critical
Anomaly	Inflight Event / Encounter - Loss Of Aircraft Control
Detector - Person	Flight Crew
Result - Flight Crew	Overcame Equipment Problem
Result - Flight Crew	Regained Aircraft Control
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

While being vectored in heading mode and autopilot on the aircraft started pitching up, trim wheel started rolling towards nose up very aggressively. The aircraft was also losing airspeed so I had to turn autopilot off, hand trim nose down and add power to get the aircraft under control. Once I was able to get it under control and leveled off around 2000 feet MSL which was VMC. ATC vectored me around to get me lined up for the approach into landing on Runway XX.

SYNOPSIS

C501 SP pilot reported the aircraft pitched up aggressively while on autopilot.