



# Aviation Investigation Final Report

<b>Location:</b>	Rich County, Utah	<b>Accident Number:</b>	WPR23LA099
<b>Date &amp; Time:</b>	January 24, 2023, 17:45 Local	<b>Registration:</b>	N23FD
<b>Aircraft:</b>	Beech C23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that she encountered unexpected winds while flying at night. After multiple encounters with strong wind gusts and turbulence, the pilot lost control of the airplane and it started to spin downward. She was able to successfully recover from the spin, but was forced to search for a suitable landing site as she was unable to maintain altitude. The pilot executed a forced landing in an open snow-covered area and the airplane stopped abruptly, which resulted in substantial damage to the fuselage.

The pilot reported no mechanical malfunctions or failures that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s inability to maintain altitude following an encounter with turbulence and adverse wind conditions.

## Findings

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<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	(general) - Effect on operation
<b>Environmental issues</b>	(general) - Effect on operation
<b>Aircraft</b>	Altitude - Attain/maintain not possible

## Factual Information

### History of Flight

<b>Enroute-cruise</b>	Loss of control in flight (Defining event)
<b>Enroute-cruise</b>	Turbulence encounter
<b>Enroute-cruise</b>	Other weather encounter

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	41,Female
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	November 9, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	November 17, 2022
<b>Flight Time:</b>	689.5 hours (Total, all aircraft), 28.6 hours (Total, this make and model), 68.6 hours (Last 90 days, all aircraft), 32.5 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N23FD
<b>Model/Series:</b>	C23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	M-1663
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 1, 2022 Annual	<b>Certified Max Gross Wt.:</b>	2450 lbs
<b>Time Since Last Inspection:</b>	89.84 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1674.87 Hrs at time of accident	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	C91A installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-A4J
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	KEVW,7139 ft msl	<b>Distance from Accident Site:</b>	18 Nautical Miles
<b>Observation Time:</b>	19:29 Local	<b>Direction from Accident Site:</b>	114°
<b>Lowest Cloud Condition:</b>	Few / 1500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 10000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.2 inches Hg	<b>Temperature/Dew Point:</b>	-11°C / -12°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Evanston, UT (KEVW)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Twin Falls , ID (TWF)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Air traffic control

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	41.395014,-111.3972(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Basti, Paymaun
<b>Additional Participating Persons:</b>	Wesley Dollahite; FAA; Portland , OR
<b>Original Publish Date:</b>	June 23, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=106647">https://data.ntsb.gov/Docket?ProjectID=106647</a>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).