



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Telluride, Colorado	Accident Number:	CEN23LA146
Date & Time:	March 27, 2023, 11:38 Local	Registration:	N3233V
Aircraft:	Beech 35	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that the airplane encountered a crosswind gust during the landing roll and subsequently departed the right side of the runway pavement onto snow covered terrain adjacent to the runway. The nose landing gear sunk into the soft ground adjacent to the runway and the airplane nosed over coming to rest inverted. The airplane sustained substantial damage to the empennage and left wing. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

According to the pilot, at the time of the accident, the airplane was landing on runway 27 with winds 18 knots gusting to 48 knots from a south-southwest direction.

Probable Cause and Findings

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

The pilot's failure to maintain directional control during the landing roll in gusting wind conditions.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Crosswind - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	51,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 31, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 31, 2021
Flight Time:	(Estimated) 1057 hours (Total, all aircraft), 137 hours (Total, this make and model), 926 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	21,Male
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Lap only
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	19,Female
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Lap only
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N3233V
Model/Series:	35	Aircraft Category:	Airplane
Year of Manufacture:	1947	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	D-676
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	October 1, 2022 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4295.26 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	E185 - 8
Registered Owner:	On file	Rated Power:	205
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KTEX,9091 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	11:10 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.16 inches Hg	Temperature/Dew Point:	-8°C / -21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Colorado Springs , CO (KCOS)	Type of Flight Plan Filed:	None
Destination:	Telluride , CO (KTEX)	Type of Clearance:	VFR
Departure Time:	09:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	Telluride Regional Airport KTEX	Runway Surface Type:	Asphalt
Airport Elevation:	9070 ft msl	Runway Surface Condition:	Dry
Runway Used:	9/27	IFR Approach:	None
Runway Length/Width:	7111 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	37.953806,-107.90875(est)

Administrative Information

Investigator In Charge (IIC):	Otterstrom, Kevin
Additional Participating Persons:	Wes Dollahite; FAA / FSDO; Denver , CO
Original Publish Date:	June 29, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106986

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).