



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Rich County, Utah	Accident Number:	WPR23LA099
Date & Time:	January 24, 2023, 17:45 Local	Registration:	N23FD
Aircraft:	Beech C23	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	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

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Commercial	Age:	41,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	November 9, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 17, 2022
Flight Time:	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

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

Meteorological Information and Flight Plan

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

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Basti, Paymaun
Additional Participating Persons:	Wesley Dollahite; FAA; Portland , OR
Original Publish Date:	June 23, 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=106647

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](#).