



National Transportation Safety Board Aviation Accident Final Report

Location:	Moriarty, NM	Accident Number:	CEN15CA218
Date & Time:	05/02/2015, 1545 MDT	Registration:	N993S
Aircraft:	SCHMIDT DONALD L GS1 GLASTAR	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

While maneuvering in mountainous terrain about 700 feet above ground level, the airplane encountered "an extreme clear-air [sic] microburst." The pilot was unable to control the descent rate and executed an off-airport landing. During the landing, the nose gear collapsed and the airplane nosed over. The airplane sustained substantial damage to the vertical stabilizer and both wings. Postaccident examination of the airplane revealed no evidence of 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 inadvertent encounter with a microburst while maneuvering near mountainous terrain, which resulted in a off airport landing and impact with terrain.

Findings

Aircraft	Performance/control parameters - Attain/maintain not possible (Cause)
Environmental issues	Microburst - Contributed to outcome (Factor)

Factual Information

History of Flight

Maneuvering	Loss of control in flight (Defining event) Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	Flight Instructor; Commercial; Private	Age:	69
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last Medical Exam:	09/13/2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	4500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	SCHMIDT DONALD L	Registration:	N993S
Model/Series:	GS1 GLASTAR NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	5917
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-D1F
Registered Owner:	GLASTAR DESIGN GROUP INC	Rated Power:	160 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	0E0, 6204 ft msl	Observation Time:	2155 MDT
Distance from Accident Site:	5 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	90°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Scattered / 9500 ft agl	Temperature/Dew Point:	22° C / -5° C
Lowest Ceiling:	Broken / 12000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	23 knots/ 32 knots, 260°	Visibility (RVR):	
Altimeter Setting:	30.06 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Moriarty, NM	Type of Flight Plan Filed:	None
Destination:	Roswell, NM	Type of Clearance:	None
Departure Time:	MDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor		

Administrative Information

Investigator In Charge (IIC):	Aaron M Sauer	Adopted Date:	06/01/2015
Additional Participating Persons:	Richard Stone; Federal Aviation Administration; Albuquerque, NM		
Publish Date:	06/01/2015		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=91126		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.