



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Moriarty, NM	<b>Accident Number:</b>	CEN15CA218
<b>Date &amp; Time:</b>	05/02/2015, 1545 MDT	<b>Registration:</b>	N993S
<b>Aircraft:</b>	SCHMIDT DONALD L GS1 GLASTAR	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	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.

## Flight Events

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

## Probable Cause

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-Aircraft oper/perf/capability-Performance/control parameters-(general)-Attain/maintain not possible - C  
Environmental issues-Conditions/weather/phenomena-Wind-Microburst-Contributed to outcome - F

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial; Private	<b>Age:</b>	69
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	4500 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	SCHMIDT DONALD L	<b>Registration:</b>	N993S
<b>Model/Series:</b>	GS1 GLASTAR NO SERIES	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	LYCOMING
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-320-D1F
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	0E0, 6204 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	Broken / 12000 ft agl
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	23 knots/ 32 knots, 260°
<b>Temperature:</b>	22° C / -5° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Precipitation		
<b>Departure Point:</b>	Moriarty, NM	<b>Destination:</b>	Roswell, NM

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Aaron M Sauer	<b>Adopted Date:</b>	06/01/2015
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91126">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91126</a>		

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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.