



Aviation Investigation Final Report

Location:	Belen, New Mexico	Accident Number:	WPR23LA178
Date & Time:	May 7, 2023, 13:40 Local	Registration:	N80892
Aircraft:	UNIVERSAL GLOBE GC-1A	Aircraft Damage:	Destroyed
Defining Event:	Windshear or thunderstorm	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while taking off, the wind shifted to a strong quartering tailwind. The airplane settled to the ground and the propeller contacted the runway before the landing gear could be extended by the pilot. The pilot and passenger exited the airplane unharmed. The airplane was destroyed by the postcrash fire. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane 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 airplane's encounter with downdraft on takeoff, which resulted in a loss of control.

Findings

Environmental issues	Sudden wind shift - Awareness of condition
Personnel issues	Use of equip/system - Pilot
Personnel issues	Monitoring environment - Pilot

Factual Information

History of Flight

Takeoff	Windshear or thunderstorm (Defining event)
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Pilot Information

Certificate:	Airline transport	Age:	61,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	May 3, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 15, 2023
Flight Time:	19200 hours (Total, all aircraft), 18 hours (Total, this make and model), 1700 hours (Pilot In Command, all aircraft), 79 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	
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:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	UNIVERSAL	Registration:	N80892
Model/Series:	GLOBE GC-1A	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	295
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 17, 2023 Annual	Certified Max Gross Wt.:	1710 lbs
Time Since Last Inspection:	18.3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1464.1 Hrs as of last inspection	Engine Manufacturer:	Continental Motors
ELT:	C91 installed, not activated	Engine Model/Series:	C-125-2
Registered Owner:	On file	Rated Power:	125 Horsepower
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:	KBRG, 5199 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:35 Local	Direction from Accident Site:	64°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 14 knots	Turbulence Type Forecast/Actual:	None / Convective
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	N/A / Moderate
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	27°C / -10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Belen, NM (KBRG)	Type of Flight Plan Filed:	None
Destination:	Belen, NM	Type of Clearance:	None
Departure Time:	13:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	BELEN RGNL BRG	Runway Surface Type:	Asphalt
Airport Elevation:	5199 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	5280 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.645862,-106.83634

Administrative Information

Investigator In Charge (IIC):	Johnson, Scott
Additional Participating Persons:	Gary Medina; Federal Aviation Administration; Albuquerque, NM
Original Publish Date:	September 8, 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=114703

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](#).