



# Aviation Investigation Final Report

<b>Location:</b>	Moriarty, New Mexico	<b>Accident Number:</b>	WPR24LA153
<b>Date &amp; Time:</b>	May 15, 2024, 14:22 Local	<b>Registration:</b>	N995J
<b>Aircraft:</b>	STEMME GMBH & CO S10-VT	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Miscellaneous/other	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the powered glider reported that, while maneuvering for landing for runway 26, he was distracted by a helicopter and the approach of another glider. He elected to land on runway 17, and while on final approach, the powered glider was high and landed over 1000 ft down the runway. The powered glider overran the departure end of the runway and impacted terrain, resulting in substantial damage to the aft fuselage and empennage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the powered glider 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 unstabilized approach, which resulted in a runway excursion and impact with terrain.

## Findings

<b>Aircraft</b>	Airspeed - Not attained/maintained
<b>Aircraft</b>	Altitude - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

Approach-VFR pattern final	Miscellaneous/other (Defining event)
Landing-landing roll	Runway excursion

### Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer	Age:	75, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider; Gyroplane	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	July 21, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 21, 2023
Flight Time:	(Estimated) 6831 hours (Total, all aircraft), 1001 hours (Total, this make and model), 5879 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	STEMME GMBH & CO	<b>Registration:</b>	N995J
<b>Model/Series:</b>	S10-VT	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>	2004	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	11-083
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 9, 2024 Annual	<b>Certified Max Gross Wt.:</b>	1874 lbs
<b>Time Since Last Inspection:</b>	0.6 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1137.1 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	914F2/S1
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	115 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KABQ, 5355 ft msl	<b>Distance from Accident Site:</b>	30 Nautical Miles
<b>Observation Time:</b>	15:52 Local	<b>Direction from Accident Site:</b>	277°
<b>Lowest Cloud Condition:</b>	Few / 8000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / Convective
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / Moderate
<b>Altimeter Setting:</b>	29.86 inches Hg	<b>Temperature/Dew Point:</b>	26°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Moriarty, NM	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Moriarty, NM	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Moriarty Municipal Airport 0E0	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	6204 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6201 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	34.978167,-106.00002

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Whitaker, Kathryn
<b>Additional Participating Persons:</b>	Jose Figueroa; FAA; Albuquerque, NM
<b>Original Publish Date:</b>	July 25, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=194272">https://data.nts.gov/Docket?ProjectID=194272</a>

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](#).