



Aviation Investigation Final Report

Location:	Moriarty, New Mexico	Accident Number:	WPR24LA063
Date & Time:	January 2, 2024, 10:30 Local	Registration:	N111XF
Aircraft:	BENDER THOMAS G RV-6	Aircraft Damage:	Substantial
Defining Event:	Unknown or undetermined	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that the airplane was operating normally throughout the preflight and initial takeoff. Shortly after becoming airborne, and while still over the runway, the engine began to “stutter” and lose power. The pilot turned on the electric fuel pump, but the engine did not respond. During the forced landing that followed, the airplane exited the runway and the landing gear collapsed, substantially damaging the fuselage.

The pilot stated that 6 to 12 months before the accident he had experienced a similar instance of an engine failure during takeoff, but he was able to land during that instance. He attributed that loss of power to a failed fuel pump. He stated that he replaced the failed fuel pump with a used fuel pump that was on an engine that he rebuilt 70 yrs ago.

Attempts to contact the pilot to access the airplane and engine for an examination were unsuccessful. Although the fuel pump was reportedly 70 yrs old, investigators could not determine if it failed. Therefore, the reason for the loss of engine power could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A loss of engine power for undetermined reasons.

Findings

Aircraft	(general) - Unknown/Not determined
Aircraft	Altitude - Attain/maintain not possible

Factual Information

History of Flight

Initial climb	Unknown or undetermined (Defining event)
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On January 2, 2024, at 1030 mountain standard time, an experimental amateur-built Vans RV-6, N111XF, was substantially damaged when it was involved in an accident near Moriarty, New Mexico. The pilot received minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that the airplane operated normally through preflight and initial takeoff. Shortly after becoming airborne, and while still over the runway, the engine began to “stutter” and lose power. The pilot turned on the electric fuel pump, but the engine did not respond. During the forced landing that followed, the airplane exited the runway and the landing gear collapsed, substantially damaging the fuselage.

The pilot reported that 6 to 12 months before the accident, he had experienced a similar instance of an engine failure during takeoff, but he was able to land during that instance. He determined that the fuel pump had failed and he replaced the failed fuel pump at that time with one that he reported had been originally installed on a Lycoming engine when he rebuilt it in 1954.

Attempts to contact the pilot to access the airplane and engine for an examination were unsuccessful. The airframe and engine logbooks were not located during the investigation. According to FAA inspectors, the pilot had not completed a biannual flight review “in decades” and his last recorded application for a medical certificate was denied in 2009.

Pilot Information

Certificate:	Private	Age:	81,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2943 hours (Total, all aircraft), 943 hours (Total, this make and model), 943 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BENDER THOMAS G	Registration:	N111XF
Model/Series:	RV-6	Aircraft Category:	Airplane
Year of Manufacture:	1997	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	24474
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	December 1, 2022 Condition	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	943 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91A installed, not activated	Engine Model/Series:	O-320 A-28
Registered Owner:	On file	Rated Power:	150 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:	KCQC,7080 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	84°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	17 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	5°C / -10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Moriarty, NM	Type of Flight Plan Filed:	None
Destination:	Moriarty, NM	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	MORIARTY MUNI 0E0	Runway Surface Type:	Asphalt
Airport Elevation:	6204 ft msl	Runway Surface Condition:	Dry
Runway Used:	17/35	IFR Approach:	None
Runway Length/Width:	6201 ft / 75 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	34.973046,-105.99386(est)

Administrative Information

Investigator In Charge (IIC):	Baker, Daniel
Additional Participating Persons:	Geary Monckton; FAA; Albuquerque, NM
Original Publish Date:	April 24, 2025
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193599

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](#).