



# Aviation Investigation Final Report

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<b>Location:</b>	Moriarty, New Mexico	<b>Accident Number:</b>	WPR25LA015
<b>Date &amp; Time:</b>	October 11, 2024, 14:10 Local	<b>Registration:</b>	N41FL
<b>Aircraft:</b>	Glasflugel Standard Libelle	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot of the glider reported that, while on the downwind leg of the airport traffic pattern, he partially deployed the flight spoilers and extended his downwind leg as the glider was too high. He misjudged his distance to the runway during this time and the glider lost more altitude than the pilot had anticipated. The pilot flared during final; however, the glider impacted rough terrain short of the runway threshold. The glider sustained substantial damage to the fuselage and empennage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the 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 failure to maintain an adequate glidepath, which resulted in the glider landing on rough terrain short of the runway.

## Findings

<b>Aircraft</b>	Altitude - Not attained/maintained
<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
<b>Environmental issues</b>	Rough terrain - Contributed to outcome

## Factual Information

### History of Flight

<b>Approach-VFR pattern final</b>	Collision with terr/obj (non-CFIT) (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Single
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 None	<b>Last FAA Medical Exam:</b>	August 1, 2014
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 25, 2024
<b>Flight Time:</b>	1131 hours (Total, all aircraft), 67 hours (Total, this make and model), 1021 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Glasflugel	<b>Registration:</b>	N41FL
<b>Model/Series:</b>	Standard Libelle	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>	1972	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	292
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	January 1, 2023 Annual	<b>Certified Max Gross Wt.:</b>	695 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0
<b>Airframe Total Time:</b>	730.3 Hrs as of last inspection	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	
<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>	KCQC,7080 ft msl	<b>Distance from Accident Site:</b>	17 Nautical Miles
<b>Observation Time:</b>	13:53 Local	<b>Direction from Accident Site:</b>	85°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	14 knots / 22 knots	<b>Turbulence Type Forecast/Actual:</b>	Unknown / Convective
<b>Wind Direction:</b>	310°	<b>Turbulence Severity Forecast/Actual:</b>	Unknown / Light
<b>Altimeter Setting:</b>	30.4 inches Hg	<b>Temperature/Dew Point:</b>	26°C / -8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Moriarty, NM (0E0)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Moriarty, NM (0E0)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:06 Local	<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>	26	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7702 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## 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>	Vernon Rockett; Federal Aviation Administration; Albuquerque, NM
<b>Original Publish Date:</b>	April 8, 2025
<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=195318">https://data.nts.gov/Docket?ProjectID=195318</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](#).