



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ADELANTO, CA	<b>Accident Number:</b>	LAX95LA242
<b>Date &amp; Time:</b>	07/01/1995, 1400 PDT	<b>Registration:</b>	N7322
<b>Aircraft:</b>	Miller, Terry W. TERN	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

DURING THE AERO TOW OPERATION, THE GLIDER'S LEFT WING RAISED. THE PILOT APPLIED OPPOSITE AILERON, BUT WITHOUT SUCCESS. THE GLIDER RIGHT WING DRAGGED THE DIRT RUNWAY AND THEN THE GLIDER GOUND LOOPEDED. THE AERO TOW PILOT RELEASED THE GLIDER WHEN IT DRAGGED THE RIGHT WING. INITIALLY, THE PILOT REPORTED THAT HE DEPARTED ON A NORTHWESTERLY RUNWAY AND THAT THE WINDS WERE CALM. IN THE ACCIDENT REPORT HE SAID HE DEPARTED AN EASTERLY RUNWAY AND THAT THE WINDS WERE FROM THE SOUTHEAST BETWEEN 0 AND 15 KNOTS.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for the existing wind conditions.

## Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: TAKEOFF

### Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	34
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	143 hours (Total, all aircraft), 16 hours (Total, this make and model), 143 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Miller, Terry W.	<b>Registration:</b>	N7322
<b>Model/Series:</b>	TERN TERN	<b>Engines:</b>	Unknown
<b>Operator:</b>	SEAN R. ECKSTEIN	<b>Engine Manufacturer:</b>	
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / , 225°
<b>Temperature:</b>	35° C	<b>Visibility</b>	100 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Airport Information

<b>Airport:</b>	KREY FIELD	<b>Runway Surface Type:</b>	Dirt
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>			

## 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>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	A. D LLORENTE	<b>Adopted Date:</b>	11/30/1995
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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