



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	ADELANTO, CA	<b>Accident Number:</b>	LAX96LA060
<b>Date &amp; Time:</b>	12/01/1995, 1418 PST	<b>Registration:</b>	N6LS
<b>Aircraft:</b>	Laister LP-15	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT ENTERED THE AIRSTRIP TRAFFIC PATTERN AND SET UP FOR A DOWNWIND FINAL APPROACH TO RUNWAY 9. THE WINDSOCKS WERE INDICATING A WIND FROM THE WEST AT 10-12 KNOTS AND FAVORED A LANDING TO THE WEST. AN FAA DESIGNATED PILOT EXAMINER FOR GLIDERS WITNESSED THE ACCIDENT AND REPORTED THAT THE SPEED AND ALTITUDE OF THE GLIDER WAS SLOW AND LOW. THE GLIDER BEGAN A BASE-TO-FINAL TURN ABOUT 50-75 FEET AGL AND THE LEFT WING OF THE GLIDER DROPPED. THE EXAMINER SAID THE GLIDER APPEARED TO STALL AND THEN DESCEND TO GROUND IMPACT.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's selection of the wrong runway for the prevailing wind conditions, and his failure to maintain an adequate airspeed during the base-to-final turn.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

### Findings

1. WEATHER CONDITION - TAILWIND
  2. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  3. (C) AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

5. TERRAIN CONDITION - GROUND

## Pilot Information

Certificate:	Private	Age:	68
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	None
Flight Time:	299 hours (Total, all aircraft), 2 hours (Total, this make and model), 219 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Laister	Registration:	N6LS
Model/Series:	LP-15 LP-15	Engines:	Unknown
Operator:	ELWOOD M. INKSTER	Engine Manufacturer:	
Operating Certificate(s) Held:	None	Engine Model/Series:	
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 270°
Temperature:		Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	, CA (OCL1)	Destination:	

## Airport Information

Airport:	KREY FIELD (OCL1)	Runway Surface Type:	Dirt
Runway Used:	9	Runway Surface Condition:	
Runway Length/Width:	3360 ft / 250 ft		

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC): THOMAS H WILCOX

Adopted Date: 08/20/1996

Investigation Docket: 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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.