

NTSB Case: WPR23FA153 **Key Code:** 107042
Date: April 11, 2023
Time: ~0410 PDT **UTC:** (+7) 1110Z
Location: Kidwell, Nevada **Altitude/elv:**
Coordinates: **Fatality:**
Aircraft: Mullins David J Glastar **Registration:** N8488
Pilot: Glen McKenna and spouse (both deceased)
IIC: Zoe Keliher

Departure: Kidwell Airport (1L4), Cal Nev Ari, Nevada **Elv:** 2605 ft **ETD:** 0406
35.305549N 114.8827528W Var. 14E

Closest Weather: Laughlin/Bullhead Intl Airport (KIFP), Bullhead City, NV, elv. 707 ft, AWOS-3PT
located 30nm SE of 1L4 IFP AWOS-3PT located 18nm SE of 1L4

Initial Notification: At 5 AM PDT, Cal-Nev-Ari, NV. GlaStar (N8488) crashed shortly after takeoff in the vicinity of Kidwell Airport. 2 POB, fatal. Z. Keliher (WPR) responding, MR Support: K. Holloway. Srce: D. Hogenson (WPR).

Weather Conditions – the accident airplane had departed from Kidwell Airport (1L7), Cal-Nav-Ari, Nevada, at about 0406 PDT. The airport lists an elevation of 2,605 ft and does not have any weather reporting capability other than a wind indicator.

The closest official weather reporting location was from Laughlin/Bullhead International Airport (KIFP), Bullhead City, Nevada, located about 20 miles southeast of Kidwell Airport at an elevation 707 ft, AWOS-3PT. At the approximate time of the accident the following conditions were reported.

Weather observation for KIFP for 0415 PDT, automated, wind calm, visibility 10 statute miles or more, sky clear below 12,000 ft agl, temperature 19° Celsius (C), dew point temperature -2° C, altimeter 29.89 inches of mercury (inHg).

The raw disseminated observations issued surrounding the period and the Terminal Aerodrome Forecast valid during the period were as follows.

METAR KIFP 110955Z AUTO 00000KT 10SM CLR 20/M02 A2990 RMK AO2=
METAR KIFP 111015Z AUTO 00000KT 10SM CLR 20/M03 A2989 RMK AO2=
METAR KIFP 111035Z AUTO 00000KT 10SM CLR 19/M02 A2989 RMK AO2=
METAR KIFP 111055Z AUTO 00000KT 10SM CLR 19/M02 A2989 RMK AO2=
Accident 1110Z
METAR KIFP 111115Z AUTO 00000KT 10SM CLR 19/M00 A2989 RMK AO2=
METAR KIFP 111135Z AUTO 00000KT 10SM CLR 18/M02 A2989 RMK AO2=
METAR KIFP 111155Z AUTO 00000KT 10SM CLR 18/M02 A2989 RMK AO2=
METAR KIFP 111215Z AUTO 00000KT 10SM CLR 18/M02 A2989 RMK AO2=
METAR KIFP 111235Z AUTO 00000KT 10SM CLR 18/M02 A2989 RMK AO2=
METAR KIFP 111255Z AUTO 00000KT 10SM CLR 18/M02 A2989 RMK AO2=
METAR KIFP 111315Z AUTO 00000KT 10SM CLR 17/M01 A2989 RMK AO2=

FM111700 20010KT P6SM SKC
FM112000 20013G22KT P6SM SKC
FM120400 16008KT P6SM SCT250=

The screenshot shows the METARS website interface. At the top, there are navigation links: METAR Home, Plot, and Data. Below these, there are tabs for Imagery, Overlays, View, and Configure. The main content area displays a map of the Los Angeles area with various METAR stations marked by green circles and labeled with their call signs and elevation. A red star marks the 'Accident Site' near the intersection of I-5 and I-10. The map includes a scale bar (50 km, 20 mi) and a legend for flight categories (MVFR, IFR, LIFR) and weather symbols (T, VIS, Wx, DP, ALT, CIG, Id, Wind, Gust). The accident site is located near the intersection of I-5 and I-10, south of the Los Angeles International Airport.

Sounding – The NWS Las Vegas (KVEF) sounding for 0500 PDT was obtained from the University of Wyoming website and plotted on a standard Skew t log P diagram from the surface to 450-hPa or approximately 22,000 ft using the RAOB Analysis software and is included as figure 2. Note the actual sounding balloon was launched near 0400 PDT and was located about 50 miles north of the accident site.

Height (ft-msl)	Pres (hPa)	T (°C)	Td (°C)	RH (%)	Wind (dir/kts)	CAT (FAA)	LLWS (FAA)
2287	933	19.2	-3.8	21	245/ 3	LGT	LIGHT
2531	925	22.0	-3.0	19	165/ 3		
2562	924				165/ 3	LGT	LIGHT
2935	912				215/ 6		LIGHT
3000	910				225/ 6		
3060	908	23.8	-4.2	15			
3281	901	23.6	-5.4	14			
3504	894	23.4	-5.6	14			
3696	888	23.2	-5.8	14			
3889	882	22.8	-5.2	15		MDT	
4000	879				235/ 12		
4116	875	22.2	-6.8	14		LGT	
4904	851				210/ 10		
4937	850	20.2	-7.8	14	210/ 10		
5000	848				205/ 9	LGT	
6000	818				200/ 13		
6085	816	17.8	-8.2	16		LGT	
6255	811				180/ 12	MDT	
7000	789				190/ 18	LGT	
8000	761				180/ 21		
8379	751				175/ 20		
8936	736	10.2	-10.8	22			
9000	734				175/ 21	MDT	
10000	708				190/ 28	LGT	

Inflight Weather Advisories – The NWS had no SIGMETs, Convective SIGMETs, Center Weather Advisories (CWA), or Graphic-AIRMETs over the area at the time of the accident for any significant turbulence, icing, convections, or low-level wind shear.