



National Transportation Safety Board Aviation Accident Final Report

Location:	BOOKER, TX	Accident Number:	FTW95LA005
Date & Time:	10/01/1994, 2040 CDT	Registration:	N16191
Aircraft:	CESSNA 150L	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT MADE TWO ATTEMPTS TO LAND ON A DARK NIGHT TO AN UNLIGHTED GRASS STRIP. ON HIS THIRD ATTEMPT HE ALLOWED THE AIRCRAFT TO SINK TOO LOW AND SLOW. A PASSENGER WARNED THE PILOT TO 'GET IT UP' AND THE PILOT APPLIED FULL POWER; HOWEVER, IT STRUCK A FENCE. FOLLOWING THE FENCE STRIKE THE PILOT PULLED OFF POWER AND THE AIRCRAFT COLLIDED WITH THE TERRAIN, COMING TO REST 30 YARDS FROM THE FENCE.

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 A PROPER GLIDEPATH RESULTING IN A COLLISION WITH AN OBJECT. FACTORS WERE THE DARK NIGHT AND THE PILOT'S DISREGARD FOR THE LACK OF LIGHTS.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: LANDING

Findings

1. (C) PROPER GLIDEPATH - NOT MAINTAINED - KIT MANUFACTURER
2. (F) LIGHT CONDITION - DARK NIGHT
3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT AVAILABLE ON SELECTED RUNWAY
4. (F) UNSAFE/HAZARDOUS CONDITION - DISREGARDED - PILOT IN COMMAND
5. OBJECT - FENCE

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On October 1, 1994, at 2040 central daylight time, a Cessna 150L, N16191, was substantially damaged during landing near Booker, Texas. The airplane, flown by a commercial pilot, was on a personal flight from Dodge City, Kansas. No flight plan was filed and dark night visual meteorological conditions prevailed. The pilot and one passenger were uninjured.

According to a Federal Aviation Administration inspector, the pilot made two previous attempts to land on the unlighted grass strip and executed two go-arounds. He further reported that on the third attempt to land he allowed the aircraft to "settle lower and slower than planned." The passenger stated "get it up" and the pilot applied "full power to climb." The pilot reported that immediately following the addition of power he "heard and felt a crunch." The pilot reduced power following the crunching sound and the aircraft struck the ground. After the pilot and his passenger exited the aircraft they discovered that the aircraft had struck a fence causing damage to the firewall and landing gear.

Pilot Information

Certificate:	Commercial	Age:	52, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/04/1994
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1499 hours (Total, all aircraft), 1310 hours (Total, this make and model), 1436 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N16191
Model/Series:	150L 150L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	15073535
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	11/01/1993, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	66 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2937 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-200-A
Registered Owner:	BAUER, JEROME D.	Rated Power:	100 hp
Operator:	BAUER, JEROME D.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	GAG, 2223 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	1904 CDT	Direction from Accident Site:	135°
Lowest Cloud Condition:	Scattered / 15000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23° C / 11° C
Precipitation and Obscuration:			
Departure Point:	DODGE CITY, KS (DDC)	Type of Flight Plan Filed:	None
Destination:	, TX (NONE)	Type of Clearance:	None
Departure Time:	0000 CDT	Type of Airspace:	Class G

Airport Information

Airport:	FIGI RANCH (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:	2631 ft	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	1900 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MATTHEW ELLIS,	Report Date:	05/04/1995
Additional Participating Persons:	ALFRED B ROBSON JR.; LUBBOCK, TX		
Publish Date:			
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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