



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	BOOKER, TX	<b>Accident Number:</b>	FTW95LA005
<b>Date &amp; Time:</b>	10/01/1994, 2040 CDT	<b>Registration:</b>	N16191
<b>Aircraft:</b>	CESSNA 150L	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N16191
<b>Model/Series:</b>	150L 150L	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	BAUER, JEROME D.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-200-A
<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>	Night/Dark
<b>Observation Facility, Elevation:</b>	GAG, 2223 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	11 knots / , 170°
<b>Temperature:</b>	23°C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	DODGE CITY, KS (DDC)	<b>Destination:</b>	, TX (NONE)

## Airport Information

<b>Airport:</b>	FIGI RANCH (NONE)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	13	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	1900 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): MATTHEW ELLIS,

Adopted Date: 05/04/1995

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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