



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	AUSTIN, TX	<b>Accident Number:</b>	FTW89LA035
<b>Date &amp; Time:</b>	01/01/1989, 1710 CST	<b>Registration:</b>	N66385
<b>Aircraft:</b>	CESSNA 150	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT WAS RETURNING FROM A CROSS-COUNTRY FLIGHT WHEN THE ENGINE STOPPED PRODUCING POWER. DURING THE FORCED LANDING, THE AIRPLANE STRUCK WIRES, THEN THE TERRAIN. THE FUEL SYSTEM WAS CHECKED, AND NO BREAKS WERE FOUND. THERE WAS LITTLE OR NO FUEL LEFT IN THE TANKS. THE ENGINES RAN NORMALLY ON ANOTHER AIRPLANE.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT DID NOT HAVE AN ADEQUATE FUEL SUPPLY TO COMPLETE THE FLIGHT. THE PLTS FLT PLANNING WAS INADEQUATE AND THE IGNORED OPPORTUNITIES TO OBTAIN FUEL ENROUTE LED TO FUEL EXHAUSTION, PRIOR TO REACHING DESTINATION.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) FLUID,FUEL - EXHAUSTION
3. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - EMERGENCY

### Findings

4. (F) OBJECT - WIRE, TRANSMISSION

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

### Findings

5. (F) TERRAIN CONDITION - ROADWAY/HIGHWAY

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	77 hours (Total, all aircraft), 24 hours (Total, this make and model), 34 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 10 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>	N66385
<b>Model/Series:</b>	150 150	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	GLORIS, ROBERT J.	<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>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Overcast / 3100 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 160°
<b>Temperature:</b>	16° C	<b>Visibility:</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	LIVINGSTON, TX (00R)	<b>Destination:</b>	(AUS)

## 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>	EUGENE ROTH	<b>Adopted Date:</b>	09/28/1990
<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:pubin@ntsb.gov">pubin@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> .		

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

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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.