



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	HINTON, OK	<b>Accident Number:</b>	FTW88LA113
<b>Date &amp; Time:</b>	06/01/1988, 1800 CDT	<b>Registration:</b>	N25352
<b>Aircraft:</b>	CESSNA 152	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT DEPARTED BETHANY, OKLAHOMA ON A LOCAL PLEASURE FLIGHT WITH THE FUEL TANKS SLIGHTLY LESS THAN 1/2 FULL. AFTER ABOUT A 1.5 HOUR FLIGHT, HE LANDED AT THE RED ROCK AIRPORT IN HINTON, OKLAHOMA. NO SERVICE WAS PERFORMED ON THE AIRCRAFT WHILE IN HINTON AND ON THE ENSUING INITIAL CLIMBOUT AFTER TAKEOFF, THERE WAS A LOSS OF POWER DUE TO FUEL EXHAUSTION. THE ACFT REACHED ABOUT 200 FT AGL BEFORE IT BEGAN LOSING ALT. THE PLT SAID HE LOWERED 10 DEGREES OF FLAPS BEFORE THE ACFT COLLIDED WITH SMALL TREES AND NOSED DOWN INTO THE GROUND. THE PLT DID NOT FILE AN ACC REPORT.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

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

Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

4. (F) OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

Certificate:	Private	Age:	33
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	300 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N25352
Model/Series:	152 152	Engines:	1 Reciprocating
Operator:	FLIGHT TRAINING CENTER, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-L2C
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:	OKC, 1295 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 25000 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 180°
Temperature:	27° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	Destination: BETHANY, OK (PWA)		

## Airport Information

Airport:	RED ROCK (OK04)	Runway Surface Type:	Grass/turf
Runway Used:	0	Runway Surface Condition:	Dry
Runway Length/Width:			

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): J O JOHNSON Adopted Date: 09/11/1989

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.