



# Aviation Investigation Final Report

<b>Location:</b>	Kingston, Oklahoma	<b>Accident Number:</b>	FTW04LA202
<b>Date &amp; Time:</b>	August 1, 2004, 08:45 Local	<b>Registration:</b>	N2632N
<b>Aircraft:</b>	Cessna 140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

During landing on runway 18 at an uncontrolled airfield, a Cessna 140 collided with an amateur built Rose Parakeet A-1 biplane that landed on runway 36 and was taxiing to the end of the runway. Four other airplanes involved in the fly-in had previously landed on runway 36 prior to the collision.

## 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 visual lookout for other aircraft while landing.

## Findings

Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)  
Phase of Operation: LANDING

### Findings

1. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

On August 1, 2004, at 0845 central daylight time, a Cessna 140 single-engine high wing airplane, N2632N, and an amateur-built Rose Parakeet A-1 single-engine biplane, N14843, sustained substantial damage following a ground collision while landing in opposite directions at Lake Texoma State Park Airport (F31), near Kingston, Texas. The Cessna 140 was registered to Ray's Used Equipment of Nocona, Texas, and operated by the pilot. The Rose Parakeet A-1 was registered to and operated by the pilot. Neither of the two private pilots were injured. Visual meteorological conditions prevailed, and flight plans were not filed for either flight. Both airplanes were operating under 14 Code of Federal Regulations Part 91 as personal flights. The cross-country flights for both airplanes originated from Fairview Airport (7TS0), near Rhome, Texas, at 0750.

The 4,032-hour pilot of the Parakeet A-1 biplane reported in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) that prior to landing on runway 36, he observed four other airplanes using runway 36 as the active runway. The pilot further stated that after landing on runway 36, he taxied down the remaining 500 feet of the runway to exit at the parking area adjacent to the departure end of runway 36, as he was looking out of both sides of the cockpit. When approximately 300 feet from the departure end of the runway, "an explosion from the right wing occurred." The pilot stated his airplane rotated to the right, as he noticed a yellow airplane on the grass adjacent to the runway facing south.

The 3,600-hour pilot of the Cessna 140 failed to complete and return an NTSB Form 6120.1/2, as he was requested.

A witness, interviewed by an Federal Aviation Administration (FAA) inspector, who responded to the site of the accident, reported that the Parakeet A-1 biplane landed on runway 36 and was taxiing on the runway centerline to the parking area while the Cessna 140 was approaching to land on runway 18. The witness also stated that the bright yellow Cessna 140 was slightly off the ground when the two airplanes collided.

The Lake Texoma State Park Airport (F31) features a single (18/36) asphalt runway, 3,000 feet long by 50 feet wide. The airfield is uncontrolled (non-towered) and operates under class G airspace. The common traffic advisory frequency is 122.8 megahertz.

Examination of the Cessna 140 by the FAA inspector revealed that the right wing spar was bent and the leading edge was structurally damaged. The right aileron was severed. Examination of Parakeet A-1 biplane revealed that the upper and lower right wings sustained damage and were separated from the fuselage.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	75, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	July 19, 2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3600 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2632N
<b>Model/Series:</b>	140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	12890
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1450 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	C85
<b>Registered Owner:</b>	Ray's Used Equipment	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>	Thomas J. Teegarden	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DUA,0 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	08:50 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	120°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.06 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 26°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Rhome, TX (7TS0)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Kingston, OK (F31 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:50 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Lake Texoma State Park Airport F31	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	693 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

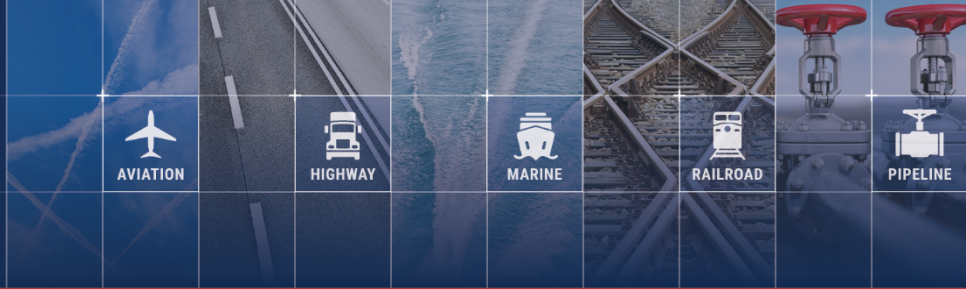
<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	33.990833,-96.642776

## Administrative Information

<b>Investigator In Charge (IIC):</b>	McGill, C Frank
<b>Additional Participating Persons:</b>	James Fulwood; FAA Flight Standards District Office; Oklahoma City, OK
<b>Original Publish Date:</b>	October 28, 2004
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=59790">https://data.nts.gov/Docket?ProjectID=59790</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).



# Aviation Investigation Final Report

<b>Location:</b>	Kingston, Oklahoma	<b>Accident Number:</b>	FTW04LA202
<b>Date &amp; Time:</b>	August 1, 2004, 08:45 Local	<b>Registration:</b>	N14843
<b>Aircraft:</b>	Rose Parakeet A-1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

During landing on runway 18 at an uncontrolled airfield, a Cessna 140 collided with an amateur built Rose Parakeet A-1 that landed on runway 36 and was taxiing to the end of the runway.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure by the other pilot to maintain visual lookout for other aircraft during landing.

## Findings

Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

## Factual Information

See narrative for FTWLA202A.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	71, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	April 14, 2004
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	April 4, 2004
<b>Flight Time:</b>	4032 hours (Total, all aircraft), 128 hours (Total, this make and model), 60 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Rose	<b>Registration:</b>	N14843
<b>Model/Series:</b>	Parakeet A-1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	103
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	September 19, 2003 Annual	<b>Certified Max Gross Wt.:</b>	860 lbs
<b>Time Since Last Inspection:</b>	35.6 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1207 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	C90-8FJ
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	90 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DUA,0 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	08:50 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	120°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.06 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 26°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Rhome, TX (7TS0)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Kingston, OK (F31 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:50 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Lake Texoma State Park Airport F31	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	693 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	33.990833,-96.642776



## Administrative Information

<b>Investigator In Charge (IIC):</b>	McGill, C Frank
<b>Additional Participating Persons:</b>	James Fulwood; FAA Flight Standards District Office; Oklahoma City, OK
<b>Original Publish Date:</b>	October 28, 2004
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=59790">https://data.nts.gov/Docket?ProjectID=59790</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).