



Aviation Investigation Final Report

Location:	Roanoke, Texas	Accident Number:	DFW08LA144
Date & Time:	May 15, 2008, 14:15 Local	Registration:	N6805M
Aircraft:	Stinson 108-3	Aircraft Damage:	Substantial
Defining Event:	Runway incursion veh/AC/person	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While landing, a low-wing airplane collided with a departing high-wing airplane. The high-wing airplane was on the takeoff roll and the low-wing airplane was in the landing flare when the collision occurred. Both airplanes came to rest upright on the runway with the low-wing airplane on top of the high-wing airplane. All three pilots were able to exit unassisted. The high-wing airplane was departing for a local flight and the low-wing airplane was on an instructional flight. The pilot of each airplane reported that they had transmitted their position/intentions on the common traffic control frequency (CTAF). In addition, the pilots reported not seeing the other airplane before the collision occurred. The runway's threshold was displaced 320-feet due to trees, which were approximately 50-feet tall, located just south and along the approach path. The pilot of each airplane reported that the trees contributing to the accident. According to 14 CFR 91.113, Right-of-way rules: Except water operations, "Aircraft, while on final approach to land or while landing, have the right-of-way over other aircraft in flight or operating on the surface, except that they shall not take advantage of this rule to force an aircraft off the runway surface which has already landed and is attempting to make way for an aircraft on final approach."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The departing pilot's inadequate visual lookout resulting in his airplane colliding with the landing airplane. Contributing to the accident was the trees/visual obstructions along the runway's approach path.

Findings

Personnel issues	Monitoring other aircraft - Pilot
Environmental issues	Tree(s) - Effect on operation

Factual Information

History of Flight

Takeoff	Runway incursion veh/AC/person (Defining event)
Takeoff	Ground collision

On May 15, 2008, about 1415 central daylight time, a single-engine Stinson 108-3 high-wing airplane, N6805M, and a single-engine Piper PA-28-161 low-wing airplane, N8295X, collided at the Northwest Regional Airport (52F) in Roanoke, Texas. The Stinson was on the takeoff roll and the Piper was in the landing flare when the collision occurred. The commercial pilot, the sole occupant, of the Stinson and the certified flight instructor (CFI) and student pilot in the Piper were not injured. The Stinson was owned and operated by the pilot. The Piper was owned by RTJE Bach Enterprises LLC., of Waukesha, Wisconsin, and operated by US Aviation Group of Denton, Texas. Visual meteorological conditions prevailed and flight plans were not filed for the 14 Code of Federal Regulations Part 91 flights. The Stinson was being operated as a personal flight and the Piper as an instructional flight.

An examination of the wreckage revealed that the left wing of the Piper and the upper fuselage of the Stinson sustained structural damage.

According to the pilot of the Stinson, after looking for approaching traffic he announcing his intentions, via the airport's common traffic advisory frequency (CTAF), to depart runway 35. He then taxied onto runway 35 and began his takeoff roll. As the airplane approached takeoff speed the pilot heard a "loud noise" and the airplane stopped moving. Not knowing what had happened, the pilot elected to exit the airplane. Once out of the airplane the pilot observed the Piper resting on top of his Stinson.

The CFI, who was providing instruction in the Piper, reported that he and his student had completed four touch-and-go maneuvers and were performing the fifth when the accident occurred. While abeam the runway numbers, on the downwind leg of the traffic pattern for runway 35, the instructor reduced the engine power to idle and asked the student to perform a simulated engine out procedure. While on final approach the instructor added engine power to correct for the student's low approach. Once over the runway the student flared for landing. During the flare the instructor heard a "thud" and observed that the airplane was not flying and was not on the ground. It was then that he realized they had landed on top of the Stinson. The instructor reported that the student pilot had transmitted position reports for the downwind, base, and final legs of the traffic pattern. The instructor further reported, "At no time during the flight did I see the other aircraft."

Runway 35 was a 3,500-foot by 40-foot asphalt runway. The runway's threshold was displaced 320-feet due to trees, that were approximately 50-feet tall, located south and along the

approach path. The pilot of each airplane reported that the trees contributing to the accident.

According to 14 CFR 91.113, Right-of-way rules: Except water operations, "Aircraft, while on final approach to land or while landing, have the right-of-way over other aircraft in flight or operating on the surface, except that they shall not take advantage of this rule to force an aircraft off the runway surface which has already landed and is attempting to make way for an aircraft on final approach."

Pilot Information

Certificate:	Commercial	Age:	65, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 14, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 1, 2007
Flight Time:	1837 hours (Total, all aircraft), 450 hours (Total, this make and model), 1837 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N6805M
Model/Series:	108-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-4805
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	February 22, 2008 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1293 Hrs as of last inspection	Engine Manufacturer:	FRANKLIN
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	PZL6A350-C1R
Registered Owner:	On file	Rated Power:	220 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2200 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.6 inches Hg	Temperature/Dew Point:	28°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ROANOKE, TX (52F)	Type of Flight Plan Filed:	None
Destination:	Roanoke, TX	Type of Clearance:	None
Departure Time:	14:15 Local	Type of Airspace:	

Airport Information

Airport:	Northwest Regional Airport 52F	Runway Surface Type:	Asphalt
Airport Elevation:	643 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3500 ft / 40 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.04972,-97.232223(est)

Administrative Information

Investigator In Charge (IIC): LeBaron, Timothy

Additional Participating Persons: Butch Nimmo; Federal Aviation Administration; Fort Worth, TX

Original Publish Date: January 29, 2009

Last Revision Date:

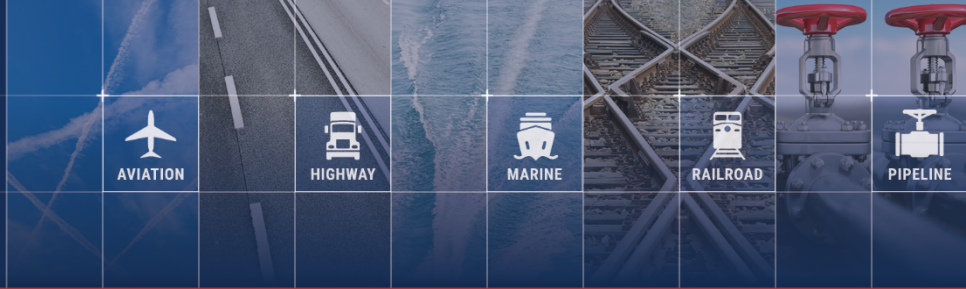
Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=68034>

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

Location:	Roanoke, Texas	Accident Number:	DFW08LA144
Date & Time:	May 15, 2008, 14:15 Local	Registration:	N8295X
Aircraft:	Piper PA-28-161	Aircraft Damage:	Substantial
Defining Event:	Runway incursion veh/AC/person	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

While landing, a low-wing airplane collided with a departing high-wing airplane. The high-wing airplane was on the takeoff roll and the low-wing airplane was in the landing flare when the collision occurred. Both airplanes came to rest upright on the runway with the low-wing airplane on top of the high-wing airplane. All three pilots were able to exit unassisted. The high-wing airplane was departing for a local flight and the low-wing airplane was on an instructional flight. The pilot of each airplane reported that they had transmitted their position/intentions on the common traffic control frequency (CTAF). In addition, the pilots reported not seeing the other airplane before the collision occurred. The runway's threshold was displaced 320-feet due to trees, which were approximately 50-feet tall, located just south and along the approach path. The pilot of each airplane reported that the trees contributing to the accident. According to 14 CFR 91.113, Right-of-way rules: Except water operations, "Aircraft, while on final approach to land or while landing, have the right-of-way over other aircraft in flight or operating on the surface, except that they shall not take advantage of this rule to force an aircraft off the runway surface which has already landed and is attempting to make way for an aircraft on final approach."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The departing pilot's inadequate visual lookout. Contributing to the accident was the trees/visual obstructions along the runway's approach path.

Findings

Personnel issues	Monitoring other aircraft - Pilot of other aircraft
Environmental issues	Tree(s) - Effect on operation

Factual Information

History of Flight

Landing-flare/touchdown	Runway incursion veh/AC/person
Landing-flare/touchdown	Ground collision

On May 15, 2008, about 1415 central daylight time, a single-engine Stinson 108-3 high-wing airplane, N6805M, and a single-engine Piper PA-28-161 low-wing airplane, N8295X, collided at the Northwest Regional Airport (52F) in Roanoke, Texas. The Stinson was on the takeoff roll and the Piper was in the landing flare when the collision occurred. The commercial pilot, the sole occupant, of the Stinson and the certified flight instructor (CFI) and student pilot in the Piper were not injured. The Stinson was owned and operated by the pilot. The Piper was owned by RTJE Bach Enterprises LLC., of Waukesha, Wisconsin, and operated by US Aviation Group of Denton, Texas. Visual meteorological conditions prevailed and flight plans were not filed for the 14 Code of Federal Regulations Part 91 flights. The Stinson was being operated as a personal flight and the Piper as an instructional flight.

Photographs provided to the NTSB investigator-in-charge (IIC) revealed that the left wing of the Piper and the upper fuselage of the Stinson sustained structural damage.

According to the pilot of the Stinson, after looking for approaching traffic he announcing his intentions, via the airport's common traffic advisory frequency (CTAF), to depart runway 35. He then taxied onto runway 35 and began his takeoff roll. As the airplane approached takeoff speed the pilot heard a "loud noise" and the airplane stopped moving. Not knowing what had happened, the pilot elected to exit the airplane. Once out of the airplane the pilot observed the Piper resting on top of his Stinson.

The CFI, who was providing instruction in the Piper, reported that he and his student had completed four touch-and-go maneuvers and were performing the fifth when the accident occurred. While abeam the runway numbers, on the downwind leg of the traffic pattern for runway 35, the instructor reduced the engine power to idle and asked the student to perform a simulated engine out procedure. While on final approach the instructor added engine power to correct for the student's low approach. Once over the runway the student flared for landing. During the flare the instructor heard a "thud" and observed that the airplane was not flying and was not on the ground. It was then that he realized they had landed on top of the Stinson. The instructor reported that the student pilot had transmitted position reports for the downwind, base, and final legs of the traffic pattern. The instructor further reported, "At no time during the flight did I see the other aircraft."

Runway 35 was a 3,500-foot by 40-foot asphalt runway. The runway's threshold was displaced 320-feet due to trees, that were approximately 50-feet tall, located south and along the

approach path. The pilot of each airplane reported that the trees contributing to the accident.

According to 14 CFR 91.113, Right-of-way rules: Except water operations, "Aircraft, while on final approach to land or while landing, have the right-of-way over other aircraft in flight or operating on the surface, except that they shall not take advantage of this rule to force an aircraft off the runway surface which has already landed and is attempting to make way for an aircraft on final approach."

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	23, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	October 3, 2007
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 3, 2007
Flight Time:	654 hours (Total, all aircraft), 12 hours (Total, this make and model), 510 hours (Pilot In Command, all aircraft), 201 hours (Last 90 days, all aircraft), 58 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Student	Age:	60, Female
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 13, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	174 hours (Total, all aircraft), 172 hours (Total, this make and model), 10 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8295X
Model/Series:	PA-28-161	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-8116083
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	December 29, 2007 100 hour	Certified Max Gross Wt.:	2325 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	RTJE BACH ENTERPRISES LLC	Rated Power:	180 Horsepower
Operator:	US Aviation Group	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2200 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.6 inches Hg	Temperature/Dew Point:	28°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DENTON, TX (DTO)	Type of Flight Plan Filed:	None
Destination:	ROANOKE, TX (52F)	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	

Airport Information

Airport:	Northwest Regional Airport 52F	Runway Surface Type:	Asphalt
Airport Elevation:	643 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3500 ft / 40 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.04972,-97.232223(est)

Administrative Information

Investigator In Charge (IIC):	LeBaron, Timothy
Additional Participating Persons:	Butch Nimmo; Federal Aviation Administration; Fort Worth, TX
Original Publish Date:	January 29, 2009
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=68034

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](#).