



National Transportation Safety Board Aviation Accident Factual Report

Location:	Kingston, OK	Accident Number:	FTW04LA202A
Date & Time:	08/01/2004, 0845 CDT	Registration:	N2632N
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

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 (7TSO), 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

Certificate:	Private	Age:	75, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/19/2002
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3600 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2632N
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	12890
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C85
Registered Owner:	Ray's Used Equipment	Rated Power:	85 hp
Operator:	Thomas J. Teegarden	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DUA, 0 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	0850 CDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	29° C / 26° C
Precipitation and Obscuration:			
Departure Point:	Rhome, TX (7TS0)	Type of Flight Plan Filed:	None
Destination:	Kingston, OK (F31)	Type of Clearance:	None
Departure Time:	0750 CDT	Type of Airspace:	Class G

Airport Information

Airport:	Lake Texoma State Park Airport (F31)	Runway Surface Type:	Asphalt
Airport Elevation:	693 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	Full Stop

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:	33.990833, -96.642778

Administrative Information

Investigator In Charge (IIC):	Frank McGill
Additional Participating Persons:	James Fulwood; FAA Flight Standards District Office; Oklahoma City, OK
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .