



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Kingston, OK	<b>Accident Number:</b>	FTW04LA202A
<b>Date &amp; Time:</b>	08/01/2004, 0845 CDT	<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		

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## 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

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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 (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

<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>	07/19/2002
<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>	No
<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 hp
<b>Operator:</b>	Thomas J. Teegarden	<b>Operating Certificate(s) Held:</b>	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	Report Date:	10/28/2004
Additional Participating Persons:	James Fulwood; FAA Flight Standards District Office; Oklahoma City, OK		
Publish Date:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@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> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).