 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: DFW05LA069		Aircraft Registration Number: N222JN	
		Occurrence Date: 01/14/2005		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Holdenville		State OK	Zip Code 74848	Local Time 1005	Time Zone CST
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Nolen		Model/Series Lite Squared		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On January 14, 2005, about 1005 central standard time, a Nolen Lite Squared single-engine experimental airplane, N222JN, was destroyed following a loss of control while maneuvering near Holdenville, Oklahoma. The commercial pilot, the sole occupant, was fatally injured. The airplane was registered to and operated by the pilot. Visual meteorological conditions prevailed and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The 127 nautical mile cross-country flight originated from the Cox Field Airport (PRX), near Paris, Texas, at approximately 0930, and was en route to Shawnee Regional Airport (SNL), near Shawnee, Oklahoma.</p> <p>The airplane was reported missing on January 14, 2004, when it failed to arrive at Shawnee Regional Airport. A search for the airplane was conducted during the following weeks until a farmer located and reported the wreckage site on February 14, 2005. The wreckage site was located about four nautical miles northeast of the town of Holdenville, Oklahoma, and 31 nautical miles southeast of the Shawnee Regional Airport. The wreckage site was approximately 15 miles northeast of a straight-line course between Cox Field Airport and Shawnee Regional Airport.</p> <p>A witness, who was located approximately a half mile southeast of the accident site, reported at about 1000 on the day the airplane was reported missing, she heard an airplane come over her house so low that she thought it was going to land on her roof. The witness further reported that the "motor was very strong sounding."</p> <p>An inspector from the Federal Aviation Administration (FAA) responded to the accident site on February 15, 2005, and reported that wreckage debris path was along a northwesterly heading in a grassy field. The right wing, which was located at the base of a small group of trees, was approximately 100 feet beyond the initial ground scar. The main wreckage, consisting of the fuselage, engine and left wing were located approximately 10 feet beyond the right wing. A post-impact fire consumed the airplane. According to the inspector, control continuity was established to all flight controls and all major components were accounted for at the accident site.</p> <p>The 2,200-hour pilot held a FAA commercial pilot certificate with ratings for single-engine land, multi-engine land, and instrument airplane. His last FAA medical was denied on March 30, 1998. The pilot's personal logbooks were not available for review during the course of the accident investigation.</p> <p>The airplane, manufactured by the pilot, was an experimental Nolen Lite Squared, serial number C02120287. The airplane featured a fabric covered, truss type, welded steel tube fuselage. The folding wings were constructed of wood ribs with aluminum spars. A Rotax engine was installed. The airplane's logbooks were not available for review during the course of the investigation.</p> <p>Due to the length of time before the recovery of the pilot, an autopsy could not be performed and</p>					
FACTUAL REPORT - AVIATION					
Page 1					

National Transportation Safety Board

FACTUAL REPORT

AVIATION

SAFETY BOARD

NTSB ID: DFW05LA069


Occurrence Date: 01/14/2005


Occurrence Type: Accident

Narrative (Continued)

the FAA Toxicology and Accident Research Laboratory, in Oklahoma City, Oklahoma, was unable to perform toxicological testing of specimens.

At 1025, central standard time, the weather observation facility at Mc Alester Regional Airport (MLC), near Mc Alester, Oklahoma, which is located approximately 33 miles east of the accident site, was reporting wind from 020 degrees at five knots, visibility 6 statute miles in haze, clouds scattered at 900 feet, temperature 32 degrees Fahrenheit, dew point 27 degrees Fahrenheit, and a barometric pressure setting of 30.55 inches of Mercury.

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Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer Nolen		Model/Series Lite Squared		Serial Number C02120287	
Airworthiness Certificate(s): Experimental (Special)					
Landing Gear Type: Tricycle					
Homebuilt Aircraft? Yes	Number of Seats: 2	Certified Max Gross Wt.	1200 LBS	Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: Rotax	Model/Series:	Rated Power:		
- Aircraft Inspection Information					
Type of Last Inspection Unknown	Date of Last Inspection	Time Since Last Inspection Hours	Airframe Total Time Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated?	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner Jack R Nolen		Street Address			
		City Muskogee	State OK	Zip Code 74401	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: DFW05LA069
	Occurrence Date: 01/14/2005
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 73
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Sex: M	Seat Occupied: Unknown	Principal Profession: Doctor/Dentist	Certificate Number: On File
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Certificate(s): Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft? No	Current Biennial Flight Review?
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Medical Cert.: None	Medical Cert. Status: None	Date of Last Medical Exam: 03/1998
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time										
Pilot In Command(PIC)										
Instructor										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used?	Toxicology Performed? No	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point PARIS	State TX	Airport Identifier PRX	Departure Time 0930	Time Zone CST
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Destination SHAWNEE	State OK	Airport Identifier SNL	
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Type of Clearance: None

Type of Airspace: Class G

Weather Information

Source of Briefing:
No record of briefing

Method of Briefing:

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Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
MLC	1025	CST	770 Ft. MSL	33 NM	90 Deg. Mag.

Sky/Lowest Cloud Condition: Scattered	900 Ft. AGL	Condition of Light: Day
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Lowest Ceiling: None	Ft. AGL	Visibility: 6	SM	Altimeter: 30.55	"Hg
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Temperature: 0 °C	Dew Point: -3 °C	Wind Direction: 20	Density Altitude: Ft.
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Wind Speed: 5	Gusts:	Weather Conditions at Accident Site: Visual Conditions
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Visibility (RVR): Ft.	Visibility (RVV) SM	Intensity of Precipitation:
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Restrictions to Visibility: Haze


Type of Precipitation: None

Accident Information

Aircraft Damage: Destroyed	Aircraft Fire: Ground	Aircraft Explosion: None
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Classification: U.S. Registered/U.S. Soil

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -	1				1
Other Ground					
- GRAND TOTAL -	1				1

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Administrative Information

Investigator-In-Charge (IIC)

Timothy J. LeBaron

Additional Persons Participating in This Accident/Incident Investigation:

Joseph Broker
Aviation Safety Inspector (Airworthiness)
Federal Aviation Administration
1300 South Meridian, Suite 601
Oklahoma City, OK 73108