



Aviation Investigation Factual Report

Location:	Recklaw, Texas	Accident Number:	CEN11CA036
Date & Time:	October 23, 2010, 17:30 Local	Registration:	N2814D
Aircraft:	Frederick R Goenne Glastar	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Pilot Information

Certificate:	Private	Age:	62, 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 With waivers/limitations	Last FAA Medical Exam:	September 30, 2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 25, 2010
Flight Time:	451 hours (Total, all aircraft), 68 hours (Total, this make and model), 361 hours (Pilot In Command, all aircraft), 68 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Frederick R Goenne	Registration:	N2814D
Model/Series:	Glastar	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Normal; Experimental (Special)	Serial Number:	5723
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	August 13, 2010 Annual	Certified Max Gross Wt.:	1960 lbs
Time Since Last Inspection:		Engines:	1
Airframe Total Time:	68 Hrs at time of accident	Engine Manufacturer:	TMX
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360
Registered Owner:	On file	Rated Power:	
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:	KJSO,677 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	17:28 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	26°C / 16°C
Precipitation and Obscuration:			
Departure Point:	Beaumont, TX (KBPT)	Type of Flight Plan Filed:	None
Destination:	Ricklaw, TX (7TA7)	Type of Clearance:	VFR
Departure Time:	16:00 Local	Type of Airspace:	

Airport Information

Airport:	Flying M Ranch Airport 7TA7	Runway Surface Type:	Grass/turf
Airport Elevation:	310 ft msl	Runway Surface Condition:	Rough
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	3500 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	31.839721,-94.961112(est)

Administrative Information

Investigator In Charge (IIC):	Rodi, Jennifer
Additional Participating Persons:	Leonard White; FAA Flight Standards District Office; Dallas, TX
Report Date:	November 18, 2010
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=77671

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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](#).