



National Transportation Safety Board Aviation Accident Final Report

Location:	Osage Beach, MO	Accident Number:	CEN13CA521
Date & Time:	09/01/2013, 0945 CDT	Registration:	N407EV
Aircraft:	EVEKTOR-AEROTECHNIK AS SPORTSTAR	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Prior to departure, the pilot checked the weather and noted a storm was moving toward the area, and determined he needed to depart as soon as possible. During takeoff and while in ground effect, the airplane encountered a gust of wind that pushed the airplane's left wing down. The pilot regained control and continued to initiate a climb in order to clear trees that were located near the end of the runway. The airplane encountered another gust of wind and the pilot attempted to compensate for the wind gust. Subsequently, the airplane impacted trees and terrain, which resulted in substantial damage to the fuselage and both wings. The pilot stated there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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 aircraft control during initial climb in gusty wind conditions.

Findings

Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Gusts - Response/compensation (Cause)

Factual Information

History of Flight

Initial climb	Loss of control in flight (Defining event) Collision with terr/obj (non-CFIT)
---------------	--

Pilot Information

Certificate:	Sport Pilot	Age:	42
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:	Sport Pilot Unknown	Last Medical Exam:	01/01/2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 70 hours (Total, all aircraft), 65 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	EVEKTOR-AEROTECHNIK AS	Registration:	N407EV
Model/Series:	SPORTSTAR	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Special Light-Sport	Serial Number:	20050407
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	
ELT:	Installed, not activated	Engine Model/Series:	
Registered Owner:	RASSKR LLC	Rated Power:	
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	
Lowest Ceiling:		Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 270°	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Osage Beach, MO	Type of Flight Plan Filed:	None
Destination:	Saint Charles, MO (SET)	Type of Clearance:	None
Departure Time:	0945 CDT	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

Administrative Information

Investigator In Charge (IIC):	Aaron M Sauer	Adopted Date:	10/21/2013
Additional Participating Persons:			
Publish Date:	10/21/2013		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=87957		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.