



Aviation Investigation Final Report

Location:	Bolivar, Missouri	Accident Number:	CEN23LA260
Date & Time:	June 23, 2023, 10:10 Local	Registration:	N907ML
Aircraft:	SHARP GLENNIS ESCAPADE	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was performing a soft-field takeoff from a grass runway when the airplane encountered a wind gust shortly after rotation. The pilot reported that the wind gust pushed up the airplane's nose and moved the airplane sideways. The left wing impacted the terrain, then the right wing and forward fuselage. The airplane sustained substantial damage to the left wing and forward fuselage. The pilot reported no preaccident mechanical malfunctions or failures 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 a soft-field takeoff after encountering a wind gust.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Maneuvering	Loss of control in flight (Defining event)
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Pilot Information

Certificate:	Private	Age:	68,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	March 3, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1674 hours (Total, all aircraft), 74 hours (Total, this make and model), 26 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SHARP GLENNIS	Registration:	N907ML
Model/Series:	ESCAPADE	Aircraft Category:	Airplane
Year of Manufacture:	2009	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	JAESC 0066
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	November 30, 2020 Condition	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	222 Hrs	Engine Manufacturer:	Jabaru
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	2200A
Registered Owner:	On file	Rated Power:	85 Horsepower
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:	KSGF, 1270 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	10:52 Local	Direction from Accident Site:	185°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	28°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bolivar, MO	Type of Flight Plan Filed:	None
Destination:	Bolivar, MO	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	BOLIVAR MUNI M17	Runway Surface Type:	Grass/turf
Airport Elevation:	1092 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	1500 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.594112,-93.347916(est)

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Arnie Wahlquist; FAA; Kansas City, MO
Original Publish Date:	July 27, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192452

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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](#).