



Aviation Investigation Final Report

Location:	Brunswick, Maine	Accident Number:	ERA21LA220
Date & Time:	May 10, 2021, 18:00 Local	Registration:	N184DT
Aircraft:	DOUGLAS K THOMPSON JUSTAIRCRAFT SUPERST	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was flying a visual approach for landing when, at 200 ft above ground level (agl), he encountered a “microburst.” The right wing rose about 30° and the airplane turned to the left. He corrected with right aileron and rudder control inputs; however, the airplane continued to the left. When he finally was able to regain control the airplane, he was left of the runway at 50 ft agl. He elected to land in an open field adjacent to the runway. After touchdown, a tailwind increased his ground speed to about 50 kts and the right wing collided with a fence as he attempted to decelerate. The airplane’s right wing was substantially damaged. No evidence of a preexisting mechanical malfunction or failure was found during the postaccident examination of the wreckage, and no mechanical anomalies were reported by the pilot.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s inadequate compensation for the prevailing wind conditions, which resulted in a loss of directional control during the approach and landing.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	Gusts - Response/compensation

Factual Information

History of Flight

Approach-VFR pattern final	Other weather encounter
Approach-VFR pattern final	Loss of control in flight (Defining event)
Approach-VFR pattern final	Off-field or emergency landing
Landing-landing roll	Collision during takeoff/land

Pilot Information

Certificate:	Private	Age:	73, 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:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 7, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	806 hours (Total, all aircraft), 333 hours (Total, this make and model), 806 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DOUGLAS K THOMPSON	Registration:	N184DT
Model/Series:	JUSTAIRCRAFT SUPERST	Aircraft Category:	Airplane
Year of Manufacture:	2014	Amateur Built:	Yes
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	JA284-01-13
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	January 22, 2021 Annual	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	47 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	330 Hrs as of last inspection	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912 ULS
Registered Owner:	On file	Rated Power:	100 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:	LEW,288 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	17:56 Local	Direction from Accident Site:	303°
Lowest Cloud Condition:	Few / 5500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	11°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brunswick, ME	Type of Flight Plan Filed:	None
Destination:	Brunswick, ME	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	BRUNSWICK EXEC BXM	Runway Surface Type:	Asphalt;Concrete
Airport Elevation:	74 ft msl	Runway Surface Condition:	Dry
Runway Used:	01R/19L	IFR Approach:	None
Runway Length/Width:	8000 ft / 200 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	43.892355,-69.93883(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	Freddy Cahn; FAA/FSDO; Portland, ME
Original Publish Date:	August 20, 2021
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=103097

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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](#).