



Aviation Investigation Final Report

Location:	Brainerd, Minnesota	Accident Number:	CEN21LA370
Date & Time:	August 7, 2021, 14:25 Local	Registration:	N234HW
Aircraft:	MARLOWE THOOFT JUST ACFT HIGHLANDER	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was flying an approach in a 90-degree, 20 knot crosswind, when during the landing on the grass runway, the wind pushed the airplane sideways and it subsequently impacted the terrain. The airplane sustained substantial damage to the lower fuselage. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation. At the time of the accident, the wind was 080° at 8 knots with gusts to 17 knots. The pilot reported he was attempting to make a short field landing and was “flying below stall speed”.

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 directional control during a crosswind landing that resulted in an impact with terrain.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Effect on equipment

Factual Information

History of Flight

Landing	Other weather encounter
Landing	Loss of control on ground (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 26, 2021
Flight Time:	1350 hours (Total, all aircraft), 908 hours (Total, this make and model), 1275 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MARLOWE THOOFT	Registration:	N234HW
Model/Series:	JUST ACFT HIGHLANDER	Aircraft Category:	Airplane
Year of Manufacture:	2012	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	JA262-03-12
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 26, 2021 Condition	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	911 Hrs at time of accident	Engine Manufacturer:	ROTAX
ELT:	C126 installed, not activated	Engine Model/Series:	912
Registered Owner:	On file	Rated Power:	80 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:	BRD,1232 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Overcast / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	22°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brainerd, MN	Type of Flight Plan Filed:	None
Destination:	Brainerd, MN	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Brainerd Lakes Regional Airport BRD	Runway Surface Type:	
Airport Elevation:	1232 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	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:	46.3527,-94.202(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Gregory Thurston; Federal Aviation Administration; Minneapolis FSDO; Minneapolis, MN
Original Publish Date:	March 25, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=103684

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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](#).