



Aviation Investigation Final Report

Location:	GETTYSBURG, Pennsylvania	Accident Number:	NYC00LA264
Date & Time:	September 17, 2000, 10:35 Local	Registration:	N9354E
Aircraft:	Aeronca 11AC-991	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A pilot witnessed the airplane flare 'about 3-4 feet too high,' and touched down hard on the right main landing gear. The airplane then immediately veered 40-50 degrees to the right and headed toward a line of parked airplanes. The airplane struck a parked airplane, rotated on its right wing tip and came to rest on the nose cowling. The pilot stated in a written narrative, 'what occurred was a 'ground loop' after touchdown...'

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 control of the airplane after landing which resulted in the inadvertent ground loop.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

On September 17, 2000, about 1035 Eastern Daylight Time, an Aeronca 11AC-991, N9354E, was substantially damaged while landing at the Gettysburg Airport, Gettysburg, Pennsylvania. The certificated recreational pilot was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight conducted under 14 CFR Part 91.

According to a pilot, he observed the accident airplane land on Runway 24, a 3,096-foot long, 40-foot wide, asphalt runway. The airplane flared "about 3-4 feet too high," and touched down hard on the right main landing gear. The airplane then immediately veered 40-50 degrees to the right and headed toward a line of parked airplanes.

The airplane struck a parked airplane, rotated on its right wing tip and came to rest on the nose cowling.

The pilot stated in a written narrative, "what occurred was a 'ground loop' after touchdown..."

The winds reported at an airport located about 18 miles to the east of the accident site, at 1053, were from 250 degrees at 9 knots.

Pilot Information

Certificate:		Age:	43, 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 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 6, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	69 hours (Total, all aircraft), 20 hours (Total, this make and model), 40 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aeronca	Registration:	N9354E
Model/Series:	11AC-991 11AC-991	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	991
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 4, 2000 Annual	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:	23 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	749 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	A-65-8F
Registered Owner:	CHARLES J. MILHEIM	Rated Power:	65 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	THV ,480 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	80°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DANVILLE , PA (8N8)	Type of Flight Plan Filed:	None
Destination:	(W05)	Type of Clearance:	None
Departure Time:	09:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	GETTYSBURG AIRPORT W05	Runway Surface Type:	Asphalt
Airport Elevation:	590 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3096 ft / 40 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:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.830474,-77.229812(est)

Administrative Information

Investigator In Charge (IIC):	Demko, Stephen
Additional Participating Persons:	JAMES STEVENSON; HARRISBURG , PA
Original Publish Date:	July 17, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=50304

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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](#).