



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: June 28, 2021
Person: David Pierce – Pilot-rated passenger
NTSB Accident Number: ERA21LA265 Jefferson, NC
Subject: Aeronca 11CC

Narrative:

Mr. Pierce was a private pilot with a rating for airplane single engine land. He estimated he had 650 total hours of flight experience of which perhaps 4 hours was in the accident airplane in a cruise profile. The tailwheel-equipped airplane was a recent purchase for Mr. Pierce and he and Mr. Dill (CFI) were flying the airplane to his home airport. He said that he had no tailwheel experience, so Mr. Dill performed all the takeoffs and landings. The accident occurred at the completion of the 4th leg of the cross-country flight.

According to Mr. Pierce, Mr. Dill ground-looped the airplane at the completion of the 3rd leg while landing at Lee County Airport (0VG), Jonesville, VA. He said the airplane touched down and “shot to the left” and then the airplane veered to the right “back across the runway” and the tires were “screaming” as the airplane traversed the pavement. He tried to explain the sequence of events at the point of the actual ground loop, but he struggled with the description because it “all happened so fast.”

Upon arrival at Ashe County Airport (GVE), Jefferson, NC, Mr. Dill overflew the airport, performed a reconnaissance of the surrounding terrain and structures, and entered a right downwind for landing on runway 10. Mr. Pearce said the downwind leg was performed “too high, and too close” to the runway. He said that there was no base leg of the traffic pattern flown, but one steep, continuous, 180-degree turn from downwind to final. On rollout, and aligned with the runway, Mr. Dill announced, “We’re too high.” Mr. Pierce responded, “Go around.” But Mr. Dill chose to continue the approach.

According to Mr. Pierce, Mr. Dill slipped the airplane to increase the rate of descent and to dissipate the excess altitude, but that the airplane “still wasn’t on the ground as we passed the [airport] office.” At touchdown, the airplane immediately departed the runway to the left. Mr.

Dill added full engine power “after we were over the grass” and the airplane could not outclimb the brush and low trees to its front before colliding with them and coming to rest upright, suspended in trees, with the engine running at “full power.” Mr. Pierce said they stopped the engine and egressed the airplane.