



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ST. GENEVIEVE, MO	<b>Accident Number:</b>	CHI91DCA01
<b>Date &amp; Time:</b>	06/01/1991, 0830 CDT	<b>Registration:</b>	N7175J
<b>Aircraft:</b>	GREMMINGER KOLB TWINSTAR	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE ACCIDENT AIRPLANE COLLIDED WITH FARM EQUIPMENT DURING A GROUND RUN FOR TAKEOFF. THE PILOT CONTINUED THE TAKEOFF AFTER LOSING DIRECTIONAL CONTROL. A PILOT RATED PASSENGER ASSUMED CONTROL OF THE AIRPLANE JUST BEFORE IMPACT AND UNSUCCESSFULLY ATTEMPTED TO HOP THE AIRPLANE OVER THE EQUIPMENT.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO ABORT THE TAKEOFF AND IMPROPER REMEDIAL ACTION BY THE PILOT RATED PASSENGER AFTER ASSUMING CONTROL OF THE AIRPLANE. A FACTOR ASSOCIATED WITH THE ACCIDENT IS THE PILOT LOSING DIRECTIONAL CONTROL DURING THE TAKEOFF GROUND RUN.

## Findings

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

### Findings

1. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

3. OBJECT - VEHICLE
4. (C) REMEDIAL ACTION - IMPROPER - PILOT PASSENGER

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	34
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	121 hours (Total, all aircraft), 14 hours (Total, this make and model), 75 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GREMMINGER	<b>Registration:</b>	N7175J
<b>Model/Series:</b>	KOLB TWINSTAR KOLB TWINS	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	GREG W. GREMMINGER	<b>Engine Manufacturer:</b>	ROTAX
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	503UL
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Light and Variable / , Variable
<b>Temperature:</b>	24° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>			<b>Destination:</b>

## Airport Information

<b>Airport:</b>	STE. GENEVIEVE (H90)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	13	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	1600 ft / 90 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): Donald R Garner

Adopted Date: 12/04/1992

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.