



National Transportation Safety Board Aviation Accident Final Report

Location:	CREVE COEUR, MO	Accident Number:	CHI91LA285
Date & Time:	09/01/1991, 1815 CDT	Registration:	N11793
Aircraft:	Monocoupe Aircraft 90A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE ACCIDENT AIRPLANE LOST CONTROL DURING TAKEOFF GROUND RUN AND DRAGGED A WING ON THE RUNWAY. ACCORDING TO THE PILOT THE WING DRAGGED AS HE TRIED TO CORRECT FOR A NOSE HIGH ATTITUDE AND RE INITIATE CLIMB AFTER A PREMATURE LIFTOFF.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
A PREMATURE LIFTOFF AND IMPROPER REMEDIAL ACTION BY THE PILOT DURING A TAKEOFF GROUND RUN.

Findings

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

Findings

1. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

2. (C) REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/22/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	575 hours (Total, all aircraft), 49 hours (Total, this make and model), 460 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Monocoupe Aircraft	Registration:	N11793
Model/Series:	90A 90A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	A717
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1610 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A313
Registered Owner:		Rated Power:	150 hp
Operator:	FRANK AND CAROL KERNER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Overcast / 5000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1815 CDT	Type of Airspace:	

Airport Information

Airport:	CREVE COEUR (1H0)	Runway Surface Type:	Asphalt
Airport Elevation:	445 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	2820 ft / 160 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	William C Bruce	Report Date:	01/25/1993
Additional Participating Persons:	DAVID LUCHER		
Publish Date:			
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).