



National Transportation Safety Board Aviation Accident Final Report

Location:	PALM BAY, FL	Accident Number:	MIA84FU003
Date & Time:	04/01/1984, 0905 EST	Registration:	NONE
Aircraft:	PTERODACTYL ASCENDER II	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 103: Ultralight		

Analysis

THE PLTS OF 2 ULTRALIGHT VEHICLES WERE ACCOMPANYING EACH OTHER & WERE FLYING WEST AT 500 FT AGL IN CALM AIR WHEN AN ACFT CROSSED AHEAD OF THEIR FLT PATH. THE ACFT WAS ESTIMATE TO BE FLYING AT ABOUT 140 KTS & APRX 40 FT ABOVE THE ULTRALIGHTS' ALT. THE SURVIVING PLT STATED THAT HE CLIMBED TO CROSS ABOVE THE ACFT'S FLT PATH. HOWEVER, THE OTHER ULTRALIGHT, A PTERODACTYL ASCENDER II, CONTINUED STRAIGHT AHEAD & CROSSED ABOUT 10 SEC BEHIND THE ACFT. AFTER CROSSING THE ACFT'S FLT PATH, THE ASCENDER WAS SEEN TO SLOW DOWN & DRIFT TO THE RIGHT, THEN ENTER A SPIN & CRASH. REPORTEDLY, A PORTION OF THE RIGHT WING HAD FAILED BEFORE THE ULTRALIGHT CRASHED. NO PREEXISTING CRACKS WERE FOUND. ALL FACTURES WERE TYPICAL OF THOSE PRODUCED BY OVERSTRESS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: VORTEX TURBULENCE ENCOUNTERED

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
2. (C) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: CRUISE

Findings

3. WING - OVERLOAD

Occurrence #3: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	None	Age:	62, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Unknown None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	15 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PTERODACTYL	Registration:	NONE
Model/Series:	ASCENDER II ASCENDER I	Aircraft Category:	Ultralight
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CUYUNA
ELT:	Not installed	Engine Model/Series:	430
Registered Owner:	ROBERT W. ROPER	Rated Power:	35 hp
Operator:	ROBERT W. ROPER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MLB, 33 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	0950	Direction from Accident Site:	220°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	THOMAS W WATSON	Report Date:	
Additional Participating Persons:			
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 pubinquiry@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 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](#).