



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Rockledge, FL	<b>Accident Number:</b>	MIA08LA023
<b>Date &amp; Time:</b>	12/01/2007, 1254 EST	<b>Registration:</b>	N79GP
<b>Aircraft:</b>	PORTER GLEN AVENTURA II	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

Following maintenance to the amateur-built airplane, including the manufacture and installation of shoulder harness cables and a condition inspection, the airplane was test flown by the facility general manager on two separate flights lasting a total of one hour. The only discrepancies reported by the general manager related to the airplane's brakes and noise in the headset. While the pilot has no independent recollection of the accident flight, a pilot-rated witness who was outside on the airport reported that his attention was drawn to the accident airplane when he heard a normal sounding engine run-up being performed. He watched the airplane take off, becoming airborne at the midpoint of the runway. The initial takeoff climb appeared normal, then approximately 1.5 seconds later, at an estimated 75 feet above ground level (agl), the left wing dropped or "bobbled." The airplane rolled to the right, then climbed to 100 to 150 feet agl. The right wing raised, the nose pitched up 15 degrees, which was more than a normal pitch attitude, and then the airplane "shuddered" and stalled to the left. The airplane impacted terrain in a left-wing-low attitude. During the impact sequence, the pilot's shoulder harness cable failed prematurely due to improper manufacturing, contributing to his serious head injuries. No evidence of preimpact failure or malfunction was identified for either the flight controls or engine.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain airspeed during climbout, resulting in an aerodynamic stall and uncontrolled descent. Contributing to the severity of the pilot's injuries was the inadequate manufacture of the shoulder harness restraint cables.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

3. TERRAIN CONDITION - GROUND

4. MISC EQPT/FURNISHINGS,SHOULDER HARNESS - FAILURE,TOTAL  
 5. (F) MATERIAL INADEQUATE,IMPROPER - KIT MANUFACTURER

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	77
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	22000 hours (Total, all aircraft), 20 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	PORTER GLEN	<b>Registration:</b>	N79GP
<b>Model/Series:</b>	AVENTURA II	<b>Engines:</b>	1
<b>Operator:</b>	CLARK THOMAS P	<b>Engine Manufacturer:</b>	
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	COF, 8 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	Broken / 2700 ft agl
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	9 knots, 40°
<b>Temperature:</b>	25°C / 21°C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Rockledge, FL (21FA)	<b>Destination:</b>	(21FA)

## Airport Information

<b>Airport:</b>	Rockledge Airport (21FA)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	36	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2010 ft / 45 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): Timothy W Monville

Adopted Date: 03/05/2009

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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