



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	APOPKA, FL	<b>Accident Number:</b>	MIA90FA021
<b>Date &amp; Time:</b>	11/02/1989, 0845 EST	<b>Registration:</b>	N7526S
<b>Aircraft:</b>	Smith, Ted Aerostar AEROSTAR 600	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE AIR TAXI ACFT DEPARTED SHREVEPORT, LA, AT APRX 0500 CST ON AN UNSCHEDULED, DOMESTIC, CARGO FLT. AT ABOUT 0815 EST, THE PLT RPRTD ON COMPANY FREQ THAT HE WAS APPROXIMATELY 30 MIN FROM THE DESTN (ORLANDO, FL). SUBSEQUENTLY, THE ACFT CRASHED IN THE NW PART OF LAKE APOPKA, APRX 15 TO 20 MI WNW OF THE DESTN ARPT. A WITNESS HEARD IT CRASH, THEN SAW PARTS FROM THE ACFT, BUT DID NOT SEE THE ACTUAL IMPACT. THERE WAS EVIDENCE THE ACFT IMPACTED IN A SHALLOW DESCENT, WHILE IN A SLIGHT LEFT WING LOW ATTITUDE, TRAVELING AT A RELATIVELY HIGH SPEED. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS FOUND, THOUGH THE ACFT WAS EXTENSIVELY DMGD & SOME OF THE WRECKAGE WAS NOT RECOVERED FROM THE LAKE. THE ORLANDO WX WAS IN PART: 2500' SCT, VIS 6 MI WITH FOG & HAZE, WIND FROM 350 DEG AT 4 KTS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN ALTITUDE/CLEARANCE ABOVE THE WATER, WHILE PROCEEDING OVER A LAKE AND APPROACHING THE VICINITY OF THE AIRPORT.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: APPROACH

### Findings

1. TERRAIN CONDITION - WATER
2. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	24, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/27/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5400 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Smith, Ted Aerostar	<b>Registration:</b>	N75265
<b>Model/Series:</b>	AEROSTAR 600 AEROSTAR 6	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	60-0158-071
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	05/08/1989, Annual	<b>Certified Max Gross Wt.:</b>	5500 lbs
<b>Time Since Last Inspection:</b>	40 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2509 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-540
<b>Registered Owner:</b>	CHEROKEE LEASING INC	<b>Rated Power:</b>	290 hp
<b>Operator:</b>	CHEROKEE LEASING INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	CHEROKEE EXPRESS	<b>Operator Designator Code:</b>	HZTA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MCO, 96 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1248 EST	Direction from Accident Site:	116°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	6 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / 20° C
Precipitation and Obscuration:			
Departure Point:	SHREVEPORT, LA (SHV)	Type of Flight Plan Filed:	None
Destination:	ORLANDO, FL (ORL)	Type of Clearance:	None
Departure Time:	0600 CST	Type of Airspace:	Class G

## Airport Information

Airport:	ORLANDO EXECUTIVE (ORL)	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	01/22/1991
Additional Participating Persons:	ANDREW ALSTON; MIAMI, FL MICHAEL CONLEY; ORLANDO, FL		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).