



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## 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

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

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

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	24
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	5400 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Smith, Ted Aerostar	<b>Registration:</b>	N7526S
<b>Model/Series:</b>	AEROSTAR 600 AEROSTAR 6	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	CHEROKEE LEASING INC.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	IO-540
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MCO, 96 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 350°
<b>Temperature:</b>	21° C	<b>Visibility</b>	6 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SHREVEPORT, LA (SHV)	<b>Destination:</b>	ORLANDO, FL (ORL)

## Airport Information

<b>Airport:</b>	ORLANDO EXECUTIVE (ORL)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

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

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ANDREW A ALSTON	<b>Adopted Date:</b>	01/22/1991
<b>Investigation Docket:</b>	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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