



National Transportation Safety Board Aviation Accident Final Report

Location:	ORLANDO, FL	Accident Number:	MIA90FA033
Date & Time:	11/30/1989, 2115 EST	Registration:	N6079H
Aircraft:	PIPER AEROSTAR 601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PLT WAS CLEARED FOR TAKEOFF ON AN IFR FLT. AFTER TAKEOFF, THE PLT DID NOT CONTACT DEPARTURE CONTROL. A SEARCH WAS INITIATED & THE ACFT WAS FOUND NEAR THE DEPARTURE END OF RWY 7. THERE WAS EVIDENCE THE ACFT HAD IMPACTED IN A LEFT WING DOWN, NOSE LOW ATTITUDE. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF AIRCRAFT CONTROL DURING TAKEOFF FOR AN UNKNOWN REASON WHICH RESULTED IN A COLLISION WITH THE GROUND.

Findings

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

Findings

1. LIGHT CONDITION - DARK NIGHT
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/15/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	3750 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6079H
Model/Series:	AEROSTAR 601P AEROSTAR 6	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	0734-8063358
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	11/09/1989, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	9 Hours	Engines:	2 Reciprocating
Airframe Total Time:	962 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540
Registered Owner:	DOUGLAS W JOHNSON	Rated Power:	260 hp
Operator:	JOHNSTON, DOUGLAS W.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	KORL, 113 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2048 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12° C / 8° C
Precipitation and Obscuration:			
Departure Point:	ORLANDO, FL (ORL)	Type of Flight Plan Filed:	IFR
Destination:	MARATHON, FL (MTH)	Type of Clearance:	IFR
Departure Time:	2115 EST	Type of Airspace:	Class D; Class E

Airport Information

Airport:	ORLANDO EXECUTIVE (ORL)	Runway Surface Type:	Asphalt
Airport Elevation:	113 ft	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	5998 ft / 150 ft	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):	RONALD J MEYER	Report Date:	12/10/1990
Additional Participating Persons:	HOOPER HARRIS; ORLANDO, FL JAMES STABLEY; WILLIAMSPORT, PA LEWIS MASON; VERO BEACH, 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 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](#).