



Aviation Investigation Final Report

Location:	ORLANDO, Florida	Accident Number:	MIA95LA166
Date & Time:	June 28, 1995, 01:30 Local	Registration:	N25AT
Aircraft:	PIPER PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

Law enforcement personnel found the airplane crashed on the runway during the night. No one was located at the crash site. Law enforcement personnel recorded the airplane as having been stolen on their written report.

Probable Cause and Findings

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

Findings

Occurrence #1: UNDETERMINED
Phase of Operation: UNKNOWN

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

On June 28, 1995, about 0130 eastern daylight time, a Piper PA-23-250, N25AT, registered to a private individual, operated by an unknown person, crashed on takeoff at the Orlando Country Airport, Orlando, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage. It is not known if the pilot sustained any injuries. The flight originated about 2 minutes before the accident.

The Orlando Country Airport Manager stated she was asleep at her house on the airport when she heard an airplane engine start. A short time later the Orange County Sheriff Department called and informed her that an airplane had crashed on the airport. No one was located at the crash site. The Orange County Sheriff Department recorded the airplane as having been stolen on their written report.

Pilot Information

Certificate:		Age:	U
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N25AT
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	27-3138
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	TIO-540-AE2A
Registered Owner:	ROBERT M. HERRIN	Rated Power:	310 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	ORL ,113 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	23:50 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(X04)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	ORLANDO COUNTRY AIRPORT XO4	Runway Surface Type:	Asphalt
Airport Elevation:	143 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	3000 ft / 30 ft	VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	ERNEST W WILSON; ORLANDO , FL
Original Publish Date:	August 31, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=37791

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).