



National Transportation Safety Board Aviation Accident Final Report

Location:	ORLANDO, FL	Accident Number:	DCA87MA029A
Date & Time:	05/01/1987, 1548 EDT	Registration:	N8716K
Aircraft:	CESSNA 340A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE TWO ACFT, A CESSNA 340A AND A NORTH AMERICAN SNJ-4, COLLIDED IN FLT AT APRX 3000 FT MSL OVER ORLANDO, FL IN VMC WITH A VISIBILITY OF 7 MILES. BOTH ACFT WERE IN CONTACT WITH AND BEING RADAR VECTORED BY ORLANDO APPROACH CONTROL. THE C-340 WAS IN LEVEL FLT AND THE SNJ WAS COMPLETING A RIGHT TURN AND STILL DESCENDING TO 1500 FT WHEN THE COLLISION OCCURRED. BOTH ACFT WERE OPERATING UNDER IFR FLT RULES WITH THE C-340 BEING VECTORED TO RWY 18R AT ORLANDO INTERNATIONAL ARPT (MCO) AND THE SNJ BEING DIRECTED TO ORLANDO EXECUTIVE ARPT (ORL). THE ACCIDENT OCCURRED 7 MILES NW OF ORL IN THE MCO ARPT RADAR SERVICE OUTER AREA. DURING THE VECTORING, THERE WAS A LACK OF COORDINATION BETWEEN CONTROLLERS DURING A TRANSFER OF CONTROL. THE RECEIVING CONTROLLER FAILED TO MAINTAIN RADAR TARGET IDENTIFICATION. THERE WAS ALSO A LACK OF TRAFFIC ADVISORIES. THE ACFT PLTS WERE LIMITED IN THEIR ABILITY TO SEE DUE TO ACFT STRUCTURE AND RELATIVE POSITIONS TO EACH OTHER. AFTER THE COLLISION, BOTH ACFT CRASHED IN UNCONTROLLED DESCENT.

Probable Cause and Findings

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

Findings

Occurrence #1: MIDAIR COLLISION

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) CREW/GROUP COORDINATION - NOT PERFORMED - ATC PERSONNEL(DEP/APCH)
2. (F) RADAR,APPROACH/DEPARTURE - INADEQUATE
3. (C) IDENTIFICATION OF AIRCRAFT ON RADAR - INADEQUATE - ATC PERSONNEL(DEP/APCH)
4. (F) TRAFFIC ADVISORY - NOT ISSUED - ATC PERSONNEL(DEP/APCH)
5. (F) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. (F) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/09/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2335 hours (Total, all aircraft), 340 hours (Total, this make and model), 2335 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8716K
Model/Series:	340A 340A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	340A0629
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	03/03/1987, Annual	Certified Max Gross Wt.:	6330 lbs
Time Since Last Inspection:	91 Hours	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520
Registered Owner:	MIDWEST PACKAGING MATERIALS CO	Rated Power:	325 hp
Operator:	B. LEFILS	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:	MIDWEST PACKING MATERIALS, INC	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ORL, 113 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	1555 EDT	Direction from Accident Site:	150°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	HUNTSVILLE, AL	Type of Flight Plan Filed:	IFR
Destination:	ORLANDO, FL (MCO)	Type of Clearance:	IFR
Departure Time:	1400	Type of Airspace:	Class E; FAR 93

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	B. DONNER	Report Date:	12/12/1988
Additional Participating Persons:			
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 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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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](#).