



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ORLANDO, FL	<b>Accident Number:</b>	DCA87MA029A
<b>Date &amp; Time:</b>	05/01/1987, 1548 EDT	<b>Registration:</b>	N8716K
<b>Aircraft:</b>	CESSNA 340A	<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62
<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>	None
<b>Flight Time:</b>	2335 hours (Total, all aircraft), 340 hours (Total, this make and model), 2335 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N8716K
<b>Model/Series:</b>	340A 340A	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	B. LEFILS	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	Flag carrier (121)	<b>Engine Model/Series:</b>	TSIO-520
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ORL, 113 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 230°
<b>Temperature:</b>		<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	HUNTSVILLE, AL	<b>Destination:</b>	ORLANDO, FL (MCO)

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): B. DONNER Adopted Date: 12/12/1988

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](mailto: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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