



National Transportation Safety Board Aviation Accident Data Summary

Location:	ORLANDO, FL	Accident Number:	DCA87MA029B
Date & Time:	05/01/1987, 1548 EDT	Registration:	N711SQ
Aircraft:	NORTH AMERICAN SNJ-4	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

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: MANEUVERING

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

Certificate:	Commercial	Age:	43
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	7118 hours (Total, all aircraft), 296 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	NORTH AMERICAN	Registration:	N711SQ
Model/Series:	SNJ-4 SNJ-4	Engines:	1 Reciprocating
Operator:	R. FAVREAN	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	None	Engine Model/Series:	R1340
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

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

Airport Information

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

Wreckage and Impact Information

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

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, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.