



# Aviation Investigation Final Report

<b>Location:</b>	HAMPTON, New York	<b>Incident Number:</b>	MIA87IA264
<b>Date &amp; Time:</b>	September 29, 1987, 19:18 Local	<b>Registration:</b>	N8864E
<b>Aircraft:</b>	BOEING 727-225	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>		<b>Injuries:</b>	94 None
<b>Flight Conducted Under:</b>	Part 121: Air carrier - Scheduled		

## Analysis

A FULL PERFORMANCE LEVEL CONTROLLER (FPL CTLR) AT SECTOR 31 OF BOSTON ARTCC WAS GIVING FAMILIARIZATION TRAINING TO ANOTHER FPL CTLR TO FAMILIARIZE THE TRAINEE WITH A NEW AREA THAT HAD BEEN TRANSFERRED FROM NEW YORK ARTCC TO BOSTON ARTCC. SECTOR 31 WAS CONSIDERED TO BE A RATHER COMPLEX & BUSY AREA. DURING A BUSY PERIOD AFTER TRAFFIC HAD 'PEAKED', THE CTLRS WERE CONCENTRATING ON A POTENTIAL CONFLICT BETWEEN 2 ACFT WHEN ONE OF THEM (EASTERN FLT 380, A BOEING 727) BEGAN CONVERGING WITH A 3RD ACFT (MAC 67947, A USAF C-141). THE CONFLICT ALERT SYSTEM ACTIVATED & THE CTLRS ISSUED A TURN TO AVOID CONVERGENCE; HOWEVER, THE 2 ACFT PASSED WITHIN 1/2 MILE OF EACH OTHER WITH THE SAME ALTITUDE ASSIGNMENT. EA380 HAD BEEN ASSIGNED AN ABNORMALLY LOW ALTITUDE (FL230) FOR ITS ROUTING. THE CONFLICT OCCURRED WHEN EA380 TURNED IN RESPONSE TO AN ARTCC CLEARANCE.

## Probable Cause and Findings

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

### Findings

Occurrence #1: NEAR COLLISION BETWEEN AIRCRAFT  
Phase of Operation: CRUISE - NORMAL

## Findings

1. (F) LIGHT CONDITION - DUSK
2. (C) IFR SEPARATION STANDARDS - NOT MAINTAINED - ATC PERSONNEL(ARTCC)
3. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - ATC PERSONNEL(ARTCC)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight engineer	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 11, 1987
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	17420 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BOEING	<b>Registration:</b>	N8864E
<b>Model/Series:</b>	727-225 727-225	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	20626
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	134
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	142000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	3 Turbo fan
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	JT8D
<b>Registered Owner:</b>	EASTERN AIRLINES	<b>Rated Power:</b>	15500 Lbs thrust
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Flag carrier (121)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	EALA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 9000 ft AGL	<b>Visibility</b>	8 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-18°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	WASHINGTON , DC (DCA )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	BOSTON , MA (BOS )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	18:15 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	7 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>	87 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	94 None	<b>Latitude, Longitude:</b>	40.709659,-73.54985(est)

## Administrative Information

**Investigator In Charge (IIC):** Alston, Andrew

**Additional Participating Persons:** AL LEBO;

**Original Publish Date:** November 15, 1989

**Last Revision Date:**

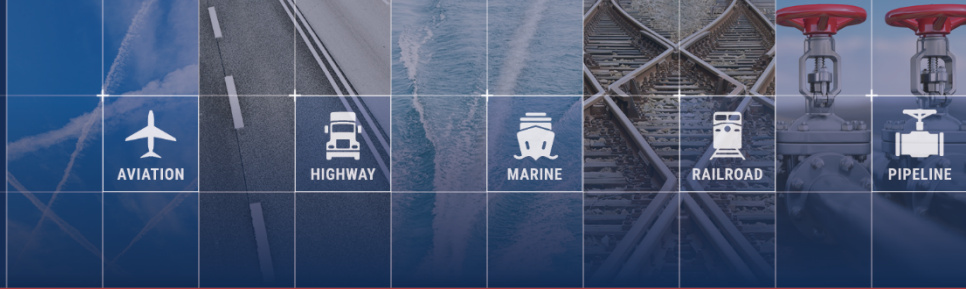
**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=31805>

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](#).



# Aviation Investigation Final Report

<b>Location:</b>	HAMPTON, New York	<b>Incident Number:</b>	MIA87IA264
<b>Date &amp; Time:</b>	September 29, 1987, 19:18 Local	<b>Registration:</b>	USAF
<b>Aircraft:</b>	LOCKHEED C-141	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Armed Forces		

## Analysis

A FULL PERFORMANCE LEVEL CONTROLLER (FPL CTLR) AT SECTOR 31 OF BOSTON ARTCC WAS GIVING FAMILIARIZATION TRAINING TO ANOTHER FPL CTLR TO FAMILIARIZE THE TRAINEE WITH A NEW AREA THAT HAD BEEN TRANSFERRED FROM NEW YORK ARTCC TO BOSTON ARTCC. SECTOR 31 WAS CONSIDERED TO BE A RATHER COMPLEX & BUSY AREA. DURING A BUSY PERIOD AFTER TRAFFIC HAD 'PEAKED', THE CTLRS WERE CONCENTRATING ON A POTENTIAL CONFLICT BETWEEN 2 ACFT WHEN ONE OF THEM (EASTERN FLT 380, A BOEING 727) BEGAN CONVERGING WITH A 3RD ACFT (MAC 67947, A USAF C-141). THE CONFLICT ALERT SYSTEM ACTIVATED & THE CTLRS ISSUED A TURN TO AVOID CONVERGENCE; HOWEVER, THE 2 ACFT PASSED WITHIN 1/2 MI OF EACH OTHER WITH THE SAME ALTITUDE ASSIGNMENT. EA380 HAD BEEN ASSIGNED AN ABNORMALLY LOW ALTITUDE (FL230) FOR ITS ROUTING. THE CONFLICT OCCURRED WHEN EA380 TURNED IN RESPONSE TO AN ARTCC CLEARANCE.

## Probable Cause and Findings

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

### Findings

Occurrence #1: NEAR COLLISION BETWEEN AIRCRAFT  
Phase of Operation: DESCENT - NORMAL

## Findings

1. (F) LIGHT CONDITION - DUSK
2. (C) IFR SEPARATION STANDARDS - NOT MAINTAINED - ATC PERSONNEL(ARTCC)
3. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - ATC PERSONNEL(ARTCC)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Military	<b>Age:</b>	Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	LOCKHEED	<b>Registration:</b>	USAF
<b>Model/Series:</b>	C-141 C-141	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	343000 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	4 Turbo fan
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	TF-33
<b>Registered Owner:</b>	USAF	<b>Rated Power:</b>	20350 Lbs thrust
<b>Operator:</b>	USAF	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	



## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 9000 ft AGL	<b>Visibility</b>	8 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-18°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MCGUIRE AFB , NJ	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	MCGUIRE AFB , NJ	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class A

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	3 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	40.709659,-73.54985(est)

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