

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 03/07/1988

DCA86AA041A
File No. 6032

08/31/1986

CERRITOS, CA

Aircraft Reg No. XAJED

Time (Local): 11:52 PDT

Make/Model: McDonnell Douglas / DC-9-32
Engine Make/Model: P&w / JT8D
Aircraft Damage: Destroyed
Number of Engines: 2
Operating Certificate(s): Flag Carrier/Domestic
Name of Carrier: AERONAVES DE MEXICO, S.A.
Type of Flight Operation: Scheduled; International; Passenger Only
Reg. Flight Conducted Under: Part 129: Foreign

	Fatal	Serious	Minor/None
Crew	6	0	0
Pass	58	0	0
Other	15	0	8

Last Depart. Point: TIJUANA, MEXICO, OF
Destination: LOS ANGELES, CA
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: None
Visibility: 14.00 SM
Wind Dir/Speed: 250 / 010 Kts
Temperature (°C): 23
Precip/Obscuration:

Pilot-in-Command Age: 46

Flight Time (Hours)

Certificate(s)/Rating(s)
Airline Transport; Multi-engine Land

Total All Aircraft: 10641
Last 90 Days: 147
Total Make/Model: 4632
Total Instrument Time: UnK/Nr

Instrument Ratings
Airplane

The Safety Board's full report on this investigation is provided as Aviation Accident Report number AAR-87/07. To obtain a copy of this report, or to view the executive summary online, please see the Web site at <http://www.nts.gov/publicn/publicn.htm>

AT APRX 1140 PDT, A PIPER PA-28, N4891F, DEPARTED TORRANCE, CA ON A VFR FLT TO BIG BEAR, CA. AFTER TAKEOFF, THE PLT TURNED EASTBOUND TWD THE PARADISE VORTAC WITH HIS X-PONDER SQUAWKING 1200. AT THAT TIME, AEROMEXICO FLT 498 (DC-8, MEX REGISTRY XA-JED) WAS ON ARRIVAL, RCVG NORTHBOUND VECTORS FM LAX APCH CTL (AR-1 CTLR) FOR AN ILS APCH TO THE LAX INTL ARPT. AT 1151:04, THE CTLR ASKED FLT 498 TO RDC SPD TO 190 KTS & DSCND FM 7000' TO 6000'. DRG THIS TIME, THE CTLR WAS CTLG OTR TRAFFIC & PROVIDING RADAR ADVISORIES, BUT DIDN'T SEE A DISPLAY FOR N4891F ON HIS SCOPE. AT 1152:09, N4891F & FLT 498 CONVERGED & COLLIDED AT APRX 6560', THEN FELL TO THE GND. AN INV REVEALED N4891F HAD INADVERTENTLY ENTERED THE LAX TERMINAL CONTROL AREA (TCA) & WASN'T IN RADIO CONTACT WITH ATC. LAX TRACON WASN'T EQUIPPED WITH AN AUTO CONFLICT ALERT SYS & THE ANALOG BEACON RESPONSE FM N4891F'S X-PONDER WASN'T DISPLAYED DUE TO EQUIP CONFIGURATION. N4891F'S PSN WAS DISPLAYED BY AN ALPHANUMERIC TRIANGLE, BUT THE PRIMARY TARGET WASN'T DISPLAYED DUE TO AN ATMOSPHERIC INVERSION.

Brief of Accident (Continued)

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Occurrence #1: MIDAIR COLLISION

Phase of Operation: DESCENT - NORMAL

Findings

1. (C) RADAR, APPROACH/DEPARTURE - INADEQUATE
2. (F) IDENTIFICATION OF AIRCRAFT ON RADAR - NOT ATTAINED
3. (C) PROCEDURE INADEQUATE - FAA(OTHER/ORGANIZATION)
4. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
5. (F) UNSAFE/HAZARDOUS CONDITION - INADVERTENT - PILOT OF OTHER AIRCRAFT
6. (F) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
7. (F) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.