

No. 24

Viação Aérea São Paulo S/A (VASP), Scandia, PP-SRA and privately-owned Cessna 310, PT-BRO were involved in a mid-air collision and crashed in the Paraibuna District, São Paulo State, Brazil on 26 November 1962. Report released by the Brazilian Air Ministry (SIPAer).

1. Historical1.1 Circumstances

The Scandia aircraft was flying a scheduled domestic service from Congonhas Airport (São Paulo) to Santos Dumont Airport (Rio de Janeiro). It left Congonhas at 1144 hours GMT on an instrument flight plan and was flying Airway AB-6 at the approved cruising altitude of 2 400 m. Five crew and 18 passengers were aboard. The flight advised of its progress en route and at 1203 hours was abeam São José dos Campos, estimating Ubatuba at 1214 hours. When it did not report Ubatuba as expected, an alert message was sent at 1242 hours.

The Cessna had taken off from Santos Dumont at 1111 hours GMT en route to Marte. It was flying the same airway in the opposite direction on a VFR flight plan and carried 4 persons. Following its last contact with Santos Dumont it did not report its position. The alert phase was declared at 1251 hours, thirty minutes after its estimated time of arrival at Marte. It was learned later by the Inquiry that the sound of the two aircraft colliding was heard, and eye witnesses saw them fall, at approximately 1209 hours.

1.2 Damage to aircraft

Both aircraft were destroyed.

1.3 Injuries to persons

All 5 crew and 18 passengers aboard the Scandia and the 4 occupants of the Cessna were killed.

2. Facts ascertained by the Inquiry2.1 Aircraft information

Data available concerning the aircraft showed that they were both airworthy, and their gross take-off weights and centres of gravity were within the permissible limits.

2.2 Crew information

The crew members of both aircraft were satisfactorily certificated, experienced and familiar with the equipment of their respective aircraft. They also knew the routes which they were flying.

2.3 Weather information

At the time of the accident the weather was excellent. The sun's position could not have hampered either pilot. The visibility was adequate for VFR flights at the time of the accident.

2.4 Navigational Aids

The radio navigational aids on the route were functioning properly.

2.5 Communications

The Scandia aircraft maintained contact up until six minutes before the accident. It did not report any communications difficulties.

The Cessna was not heard from after its last contact with Santos Dumont. The time of this communication is not given in the report.

2.6 Aerodrome Installations

Not applicable.

2.7 Fire

There was no fire.

2.8 Wreckage

Examination of the wreckage did not indicate any fire or malfunction of the power plants, equipment or accessories.

3. Comments, findings and recommendations

3.1 Discussion of the evidence and conclusions

Neither pilot deviated from his prescribed course.

The pilot of the Scandia was performing his IFR periodic flight check. It was assumed, therefore, that he may have been operating by instruments "under the hood".

The indications were that the pilots were not able to minimize the conditions of the accident after their mid-air collision. Both aircraft went straight into the ground.

An approved instrument flight plan does not exempt a pilot from maintaining an adequate lookout when in visual flight conditions.

Subsequent to the collision, Notam No. 1105, dated 14 May 1963, prohibited VFR flights on Airway AB-6 between the Rio and São Paulo control zones. It also mentioned other segments of the Airway on which the same rule applies and prescribed safety measures to be taken.

3.2 Probable cause

Both pilots failed to maintain adequate lookouts for other aircraft.

3.3 Recommendation

It was recommended that airlines and military organizations should bring to the attention of their pilots the *safety measures contained in Notam No. 1105 of 14 May 1963*. This notice is also supplied by the Directorate of Civil Aeronautics to flying clubs and private pilots.
