

No. 20

Air Viet-Nam, DC-3, XV-NID accident 19.6 km north northwest of Đà-Nang Airport, South Viet-Nam, 10 November 1962. Report issued by the Director of Civil Aviation, Saigon, South Viet-Nam, 18 November 1963.

1. Historical1.1 Circumstances

Air Viet-Nam DC-3, XV-NID was on a scheduled domestic flight from Hue to Đà-Nang. It took off from Huê at 0620 hours GMT* with 3 crew and 24 passengers aboard. The air route from Huê to Đà-Nang is over the sea and requires alterations of course along the route. After take-off XV-NID headed out to sea and at 0623 hours it took the first course at an altitude of about 300 m (1 000 ft). At 0626 GMT the aircraft requested and obtained permission from Huê ATC to change to the Đà-Nang ATC frequency 113.1 Mc/s. Difficulty in establishing radio communications between the aircraft and Đà-Nang was experienced up to 0636 hours. At that time XV-NID requested the weather conditions and the runway in use at Đà-Nang. Đà-Nang transmitted the information which was acknowledged by the aircraft with the statement that it would call when on the downwind leg of runway 35. Đà-Nang then requested the aircraft's position and estimated time of arrival but received no reply. Further attempts to contact XV-NID were unsuccessful. The accident occurred at approximately 0637 hours. On 13 November the wreckage of the aircraft was located on a mountain at an elevation of 550 m (1 800 ft), 19.6 km north northwest of Đà-Nang Airport.

1.2 Damage to the aircraft

The aircraft was destroyed.

1.3 Injuries to persons

All occupants, 3 crew and 24 passengers, lost their lives in the accident.

2. Facts ascertained by the Inquiry2.1 Aircraft information

The Certificate of Airworthiness was valid and was renewed on 1 November 1962. The weight of the aircraft at take-off (11 077 kg) was within the prescribed limits.

2.2 Crew information

The pilot-in-command, age 31 years, held a valid commercial pilot licence with pilot-in-command rating for DC-3 aircraft. He had a total flight time of 5 711 hours of which 4 080 hours were on DC-3 aircraft. He had completed 35 hours 55 minutes flight time within the preceding 10 days.

* All times in this report are GMT. (local time = GMT + 8 hours)

The co-pilot, age 38 years, held a Chinese airline pilot licence endorsed by the Directorate of Civil Aviation, South Viet-Nam, which had issued a pilot-in-command rating for DC-3 aircraft to him, valid for three weeks commencing 29 October 1962.

2.3 Weather information

On 10 November 1962 the coast in the region of Huê and Da-Nang was affected by a tropical storm (Typhoon Jean). At 0600 hours the weather observations were:

Huê surface wind 330°/15 kt, gusts to 24 kt, visibility 4 km and the lowest cloud was 6/8 cumulus at 395 m (1 300 ft), with rain.

Da-Nang surface wind 340°/25 kt, gusts to 32 kt, visibility 5 km, and the lowest cloud was 3/8 stratus at 215 m (700 ft), with rain. (This was still valid at 0700 hours.)

2.4 Navigational aids

N/A

2.5 Communications

Difficulties in establishing radio communications between Da-Nang and the aircraft were experienced. The only radio contact established was at 0636 hours.

2.6 Aerodrome installations

N/A

2.7 Fire

There is no mention of fire in the report.

2.8 Wreckage

The aircraft and engines were destroyed. The aircraft collided with the trees in level flight on a heading of 150° True. Both wings were separated from the fuselage which was gashed on impact with the trees.

3. Comments, findings and recommendations

3.1 Discussion of the evidence and conclusions

The pilot-in-command and the co-pilot were duly qualified for this flight.

Shortly before the accident the aircraft was flying straight and level, and the flight was proceeding normally. The rupture of the port and starboard propellers showed that both engines were operating when the aircraft struck the mountain.

ATC at Huê and Da-Nang were not informed of any failure or malfunction of any component of the aircraft. The weight of the aircraft (11 077 kg) was less than the maximum authorized (12 325 kg).

3.2 Probable cause

The accident probably resulted from a navigational error in adverse meteorological conditions.

3.3 Recommendations

None were given in the original report.
