



AIR TRANSPORT

BARCELONA COMET CRASH

A COMET 4 of Dan-Air Services crashed on a mountainside in the Sierra de Montseny on Friday, July 3. The aircraft, G-APDN, had left Manchester at 1700hr for Barcelona, carrying 105 passengers and a crew of seven, all of whom were killed. The aircraft entered the Barcelona TMA shortly before 1900hr and it is understood that it was cleared to descend to 6,000ft, 1,900m at the Sabadell NDB, 14 miles north of the Barcelona VOR. The captain had requested an approach to runway 25, the non-instrument runway, which would have involved leaving the Sabadell NDB on a heading of approximately 140° to intercept the extended centreline at 12 miles, the intercept being indicated by the Barcelona VOR which is close to the runway. The crash site is 23 miles, 38km from Sabadell on a bearing of 045°, where the mountain range rises to 5,100ft, 1,700m. The crash was located on July 4 after an all-night search of a wide area. The aircraft was totally destroyed on impact and the wreckage showed no evidence of pre-crash fire; the Midas crash recorder was recovered, apparently intact. Over the area at the time of the crash there was half cloud cover at 2,500ft with good visibility beneath. Dan-Air has operated for 17 years, and this is the first major accident in the history of the company.

This was the fourth British public-transport aircraft to crash into high ground in the Pyrenees since 1959, although two of the accidents occurred on the French side at Mt Canigou during the approach to Perpignan. In 1959 a Transair DC-3 bound for Barcelona hit Mt Montseny after entering cloud during a VFR flight. In 1961 a DC-3 of Derby Aviation en route to Perpignan crashed on Mt Canigou, and in 1967 an Air Ferry Skymaster hit the same mountain. Since 1959 seven British public-transport aircraft, including the above, have crashed on high ground, one on a scheduled and the remainder on non-scheduled flights.

● An Air Canada DC-8 crashed on July 5 while attempting to land at Toronto airport, with the loss of 99 passengers and nine crew members. The aircraft was at a late stage on final approach when fire broke out in the region of the No 4 engine,

which broke away. The aircraft was seen to climb away with the starboard wing burning, and portions of the wing, together with the No 3 engine, became detached. The aircraft finally dived vertically into the ground 5km from the airfield and was destroyed.

CHEAPER TO NEW YORK

A JOINT plan to promote low-cost travel between Europe and North America during off-peak periods has been formulated by Caledonian Airways and Travellers International, the New York-based tour operator. Under the scheme, Travellers International is offering six-day tours to New York, including travel by Caledonian 707 and hotel accommodation for four days for £69. The programme is designed for affinity groups and organisations wishing to undertake short-duration tours to the United States during the 1970-71 winter period. The aircraft will be able to carry single groups of 186, or split loads of two groups, each with a minimum of 60 members. A total of 40 departures is being offered between September this year and April 1971, and services will operate from Gatwick, Manchester and Prestwick to Kennedy International.

Two More for Caledonian A further two Boeing 707-320Cs have been acquired by Caledonian, bringing the airline's fleet of the type to seven. One of the two was obtained from Airlift International and the other from Executive Jet Aviation.

Charging for Airways The proposal by Eurocontrol to recover from airlines 15 per cent of the cost of providing en-route navigation services has been approved by Ecac in its recent Strasbourg meeting. The cost recovery will increase gradually to 100 per cent in the longer term.

● A BUA VC10 and Dart Herald of Sadia at Viracopos Airport, Sao Paulo, Brazil. Passengers are taken by Herald from Congonhas Airport, near the town centre, to Viracopos (a 25min flight) to connect with the VC10 flight

