

1998: B1900D Quiberon

■ General context

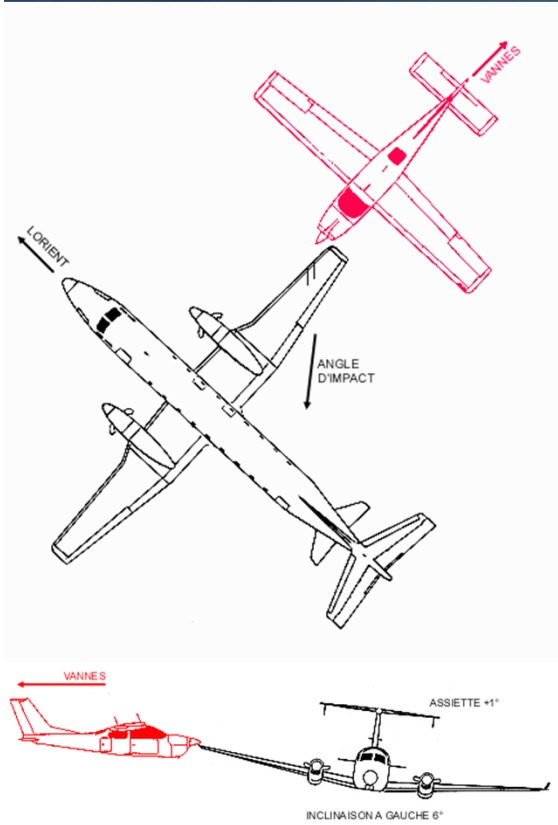
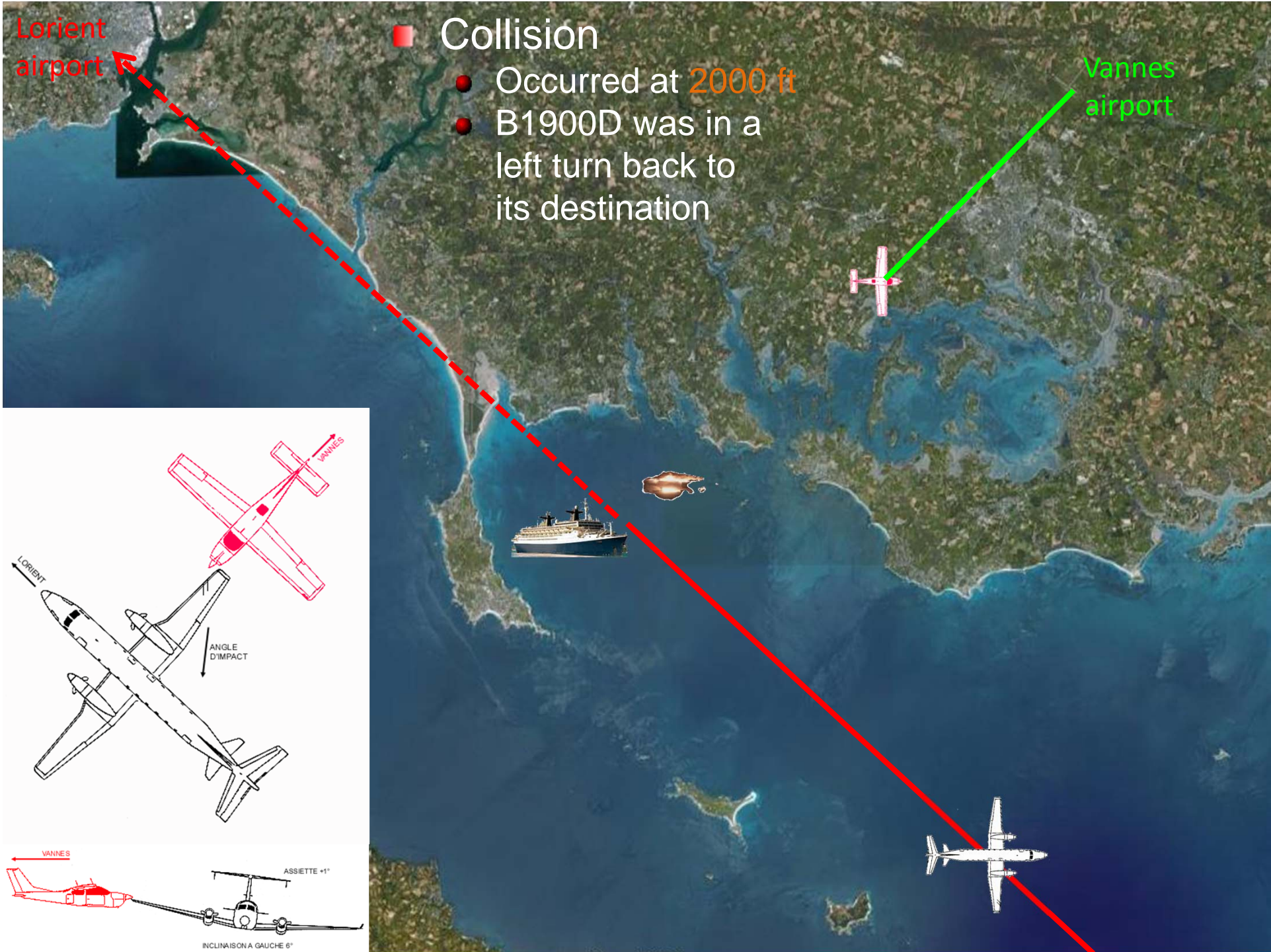
- “Historical” return of the cruise ship “SS Norway” (formerly “France”) in the Quiberon bay
- **B1900D**: Scheduled flight Lyon-Lorient
- **C177**: Leisure flight overflying the cruise ship Norway
 - ➔ Flown by a retired airline pilot with 15.000 flying hours
- Day light
- Good WX



1998: B1900D Quiberon (con'd)

■ Operational context

- B1900D flight crew were informed by a **pax** that the cruise ship Norway was mooring in the Quiberon Bay
- During the entire descent to Lorient, the flight crew and the pax were discussing the location of the mooring
- This led the B1900D Captain to:
 - Cancel the IFR flight plan for a **VFR** flight plan
 - Change the intended route to fly over the Norway
 - Change the altitude to 2500 ft
- The C177 pilot was descending from 3000 to 1500 ft



1998: B1900D Quiberon (con'd)

■ Analysis

● Crew

- B1900D Captains were **asked** by company to increase and improve the commercial relations with pax
- Both aircraft had their **attention** focused on the SS Norway
- The C177 pilot was probably (partially) blinded by the sun

● Aircrafts

- Both aircrafts were on **different** ATC frequencies
- The B1900D was TCAS equipped, but the device was disassembled because it was **not approved** by the DGAC
- The C177 transponder was OFF.
- Windscreen
 - ✗ B1900D windscreen did not allow a full view of the outside environment
 - ✗ C177 windscreen was not much better.

1998: B1900D Quiberon (end)

■ Consequences

- All pax and crew deceased during the collision and the following crash in the sea
- Both aircraft written off

■ Causes (BEA)

- The collision was the result of the **lack of visual detection** of both aircraft
- The “see and avoid” concept was the **only** way to prevent conflict in the class G (uncontrolled) airspace where both aircraft were flying
- The decision to cancel IFR placed the B1900D crew in an **unprepared** and **unfamiliar** situation for a commercial transport aircraft.