

The "see and avoid" concept remains a primary doctrine for collision avoidance between aircraft operating in visual meteorological conditions. Operational conditions such as high closing speeds and physiological inhibitors to visual detection, which would have limited the ability to see and avoid the other aircraft, were not factors in this incident. Vigilance must be maintained by flightcrews to see and avoid other aircraft whether the operation is being conducted under instrument flight rules or visual flight rules. ATC radar advisory service, where available, is intended as a supplement to the required pilot vigilance.

PROBABLE CAUSE

The National Transportation Safety Board determines that the probable cause of this incident was the lack of visual scanning vigilance on the part of both flightcrews to provide safe in-flight separation while operating in VFR flight conditions.

RECOMMENDATIONS

The Safety Board recommends that the Federal Aviation Administration:

1. Undertake an educational program to impress on pilots that when flying on an IFR clearance in VFR conditions, separation from VFR traffic is not being provided and any traffic information issued by a controller is only a supplement to visual scanning by the crew. (A-72-209)
2. Emphasize to the Washington ARTCC the importance of complying with the "keep-'em-high" program outlined in FAA Advisory Circular, AC 90-59, dated February 28, 1972. (A-72-210)

BY THE NATIONAL TRANSPORTATION SAFETY BOARD

/s/ JOHN H. REED  
Chairman

/s/ FRANCIS H. McADAMS  
Member

/s/ ISABEL A. BURGESS  
Member

/s/ WILLIAM R. HALEY  
Member

Louis M. Thayer, Member, was absent, not voting.

October 26, 1972.

to provide separation