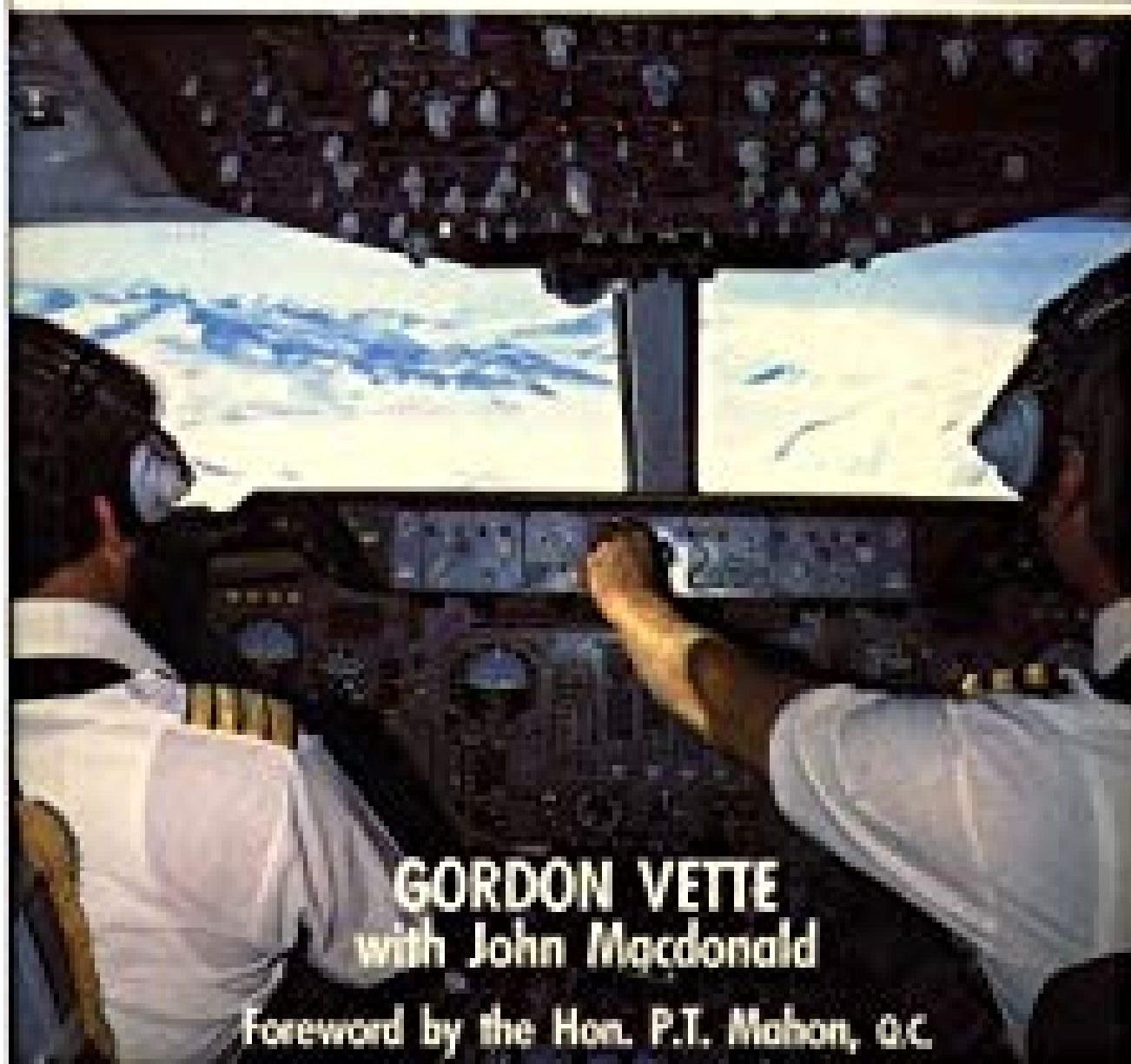




# IMPACT EREBUS



**GORDON VETTE**  
with John Macdonald

Foreword by the Hon. P.T. Mahon, O.C.

Gordon Vette and John MacDonald

## Impact Erebus



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THE seminal focus on the main topic of TE901 Former Atmosphere New Zealand Check and Schooling Captain Gordon Vette's conviction that the official accident investigation survey was as misleading as the whiteout circumstances prevailing in Lewis Bay on 28 November 1979 ultimately led to this meticulously researched and referenced book. The last was snapped right now of impact and displays oil spots on the windshield..Vette mounts a convincing, and exhaustively substantiated (and copiously illustrated) case for Captain Collins and his crew operating the airline flight in accordance with the well-founded expectations derived from the earlier route briefing that they had received.His own analysis into whiteout - a phenomenon well understood by professional Antarctic military and civilian pilots, but appreciated (if that) as more of a mere "intellectual idea" by those not really acquainted with the sub-polar latitudes of the world - is applied in this reserve to his familiar world of the airline pilot. Erebus, disgorging 257 passengers and crew onto to the frozen landscape and departing wreckage still clearly visible today.A person with a pastime in the Erebus crash a quarter of a century ago - not to mention an intellectual curiosity into the workings of perception and the individual brain on an airliner flightdeck - is strongly advised to read and acquire this book.Particularly compelling will be the illustrations - which underscored Vette's expert testimony and submission to the Mahon Royal Commission - showing that, in the prevailing conditions, the few visual cues open to Collins and his crew (and the skilled Antarctic commentators in the flight) served only to reinforce their belief that they were over the toned sea ice of McMurdo Sound .In essence, Vette believed a sequence of systemic failures in the airline's administrative and operational areas led to the changed destination coordinates for McMurdo the night time prior to the accident flight, culminating in the fateful omission to advise this to his colleagues.. Sometimes it seems the publication was written only for other pilots, or even just Surroundings New Zealand pilots.Trigonometric reconstruction of cloud, light and weather conditions, put on analysis of sight and viewing angles (according to passengers' photographs recovered from the wreck) showed that essential visual references could have been missed, mistaken or misinterpreted by the crew at key points in their otherwise proper and safe handling of the aircraft. THE LONELIEST PLANE CRASH In the late 70's Air New Zealand offered tours of Antarctica, giving passengers a glimpse of a continent noticed by only a choose few. It all ended spectacularly on November 28, 1979, when the flight smashed into Mt. He has examined these theories, exemplified them by encounter, and recounted them in great details in this fascinating reserve.But probably, well, a little too exactly. The writer, a pilot for the airline, tells us specifically. With the safety mechanisms set up, how could this happen? Chilling. He is right, but his unique interest is certainly in absolving Captain Collins of blame. Nothing at all else matters. securely to the west of the high ground of Ross Island. Technical terms fill the pages and while they are all defined, it appears clear the publication could have benefited from a broader focus.Still, this is a great source on this accident at the bottom of the world. In air travel photos included helped investigators determine the plane's location.His first-hand understanding of Captain Jim Collins, and his equally experienced and professional crew aboard TE901 that day, plus his own experience crewing an earlier Antarctic sightseeing air travel, prompted his "insider's" reappraisal of the events resulting in the disaster. Like a sharp attorney Vette details the facts that cleary resulted in this disaster.



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