

PRELIMINARY REPORT

HCL 49/01 Accident	
Aircraft Type: Dassault Falcon 20	Aircraft Registration: D-CBNA
Engine(s): 2 CF 700-2D2	Type of Flight: Charter, IFR
Crew: 2- fatal injuries	Passengers: 1- fatal injuries
Place: App. 4.5 NM SW of Narsarsuaq (BGBW)	Date and Time: 05.08.2001 app. 0445 UTC

Notification

All times in this report are UTC.

Air Traffic Management at Copenhagen Airport Kastrup (EKCH) notified the Danish Aircraft Accident Investigation Board (AAIB) on 5 August 2001 at 0527 hrs. Two accident inspectors from the Danish AAIB arrived on the accident site on 6 August 2001.

The German Bundesstelle für Flugunfalluntersuchung (BFU), the French Bureau Enquêtes-Accidents (BEA), the Icelandic AAIB and the International Civil Aviation Organisation (ICAO) were notified on 5 August 2001. As a manufacturer of the engines the US National Transportation Safety Board (NTSB) requested participation on 9 August 2001 and designated an accredited representative to the investigation.

History of the flight

The flight, during which the accident occurred, was a part of a non-scheduled international cargo flight from Gdansk (EPGD) to Louisville (KSDL). The flight crew had previously that day on another flight flown the aircraft from Hanover (EDDV) to Palma de Mallorca (LEPA) and then to EPGD in order to bring the aircraft in position for the cargo flight.

The commander on the flight was the operator's Accountable Manager. The co-pilot in the right hand pilot seat and the passenger in the jump seat were both type rated as co-pilots on the aircraft.

209 boxes of automotive spares were taken on board the aircraft in EPGD.

Fuel stops were planned to take place in EKCH, Keflavik (BIKF) in Iceland, BGBW in Greenland and Sept-Iles in Canada (CYZV).

The aircraft departed EPGD at 2218 hrs and arrived in EKCH at 2238 hrs. The aircraft departed EKCH at 2313 hrs and arrived in BIKF at 0202 hrs.

At BIKF the aircraft was refuelled with 1034 USG. The commander filed an ATC flight plan for BGBW with Kangerlussuaq (BGSF) in Greenland as destination alternate. At BIKF no weather reports valid for BGBW were available for the flight crew's flight planning.

The aircraft departed BIKF at 0300 hrs.

At 0423 hrs the flight crew contacted Narsarsuaq Information on frequency 121.300 MHz. The flight crew reported that they expected to be overhead NA (358 KHz) at 0438 hrs. At this time the aircraft was cruising at FL 260. Via link to Gander ATC the aircraft was cleared to descend out of controlled airspace.

10 NM from NA at 0437 hrs Narsarsuaq Information requested the flight crew to change to Narsarsuaq AFIS on frequency 119.100 MHz.

At 0437 hrs the flight crew was in contact with Narsarsuaq AFIS. The AFIS unit reported that there was no reported traffic in the TIZ, so the flight crew could make an approach by their own discretion. The weather was reported to be a wind direction and speed of 080° at 24 knots, visibility 10 kilometres with broken clouds at 6000 feet and overcast at 9000 feet, light rain, temperature 14, dew point 13 and QNH 1004 Hpa.

At 0442 hrs the flight crew reported to be on a 7 miles final to runway 07. Narsarsuaq AFIS reported the threshold wind for runway 07 to be 070° at 22 knots gusting to 29 knots. No traffic was present on the runway.

Several times from 0452 hrs until 0459 hrs Narsarsuaq AFIS tried to get in radio contact with the aircraft but there was no reply. A search and rescue action was initiated.

The accident occurred in dark night and under visual meteorological conditions (VMC).

Wreckage information

The wreckage was located at 0810 hrs at app. 700 feet AGL on a position 4.5 NM SW of the airport on a mountainside and app. 0.6 NM W of the inbound course to runway 07.



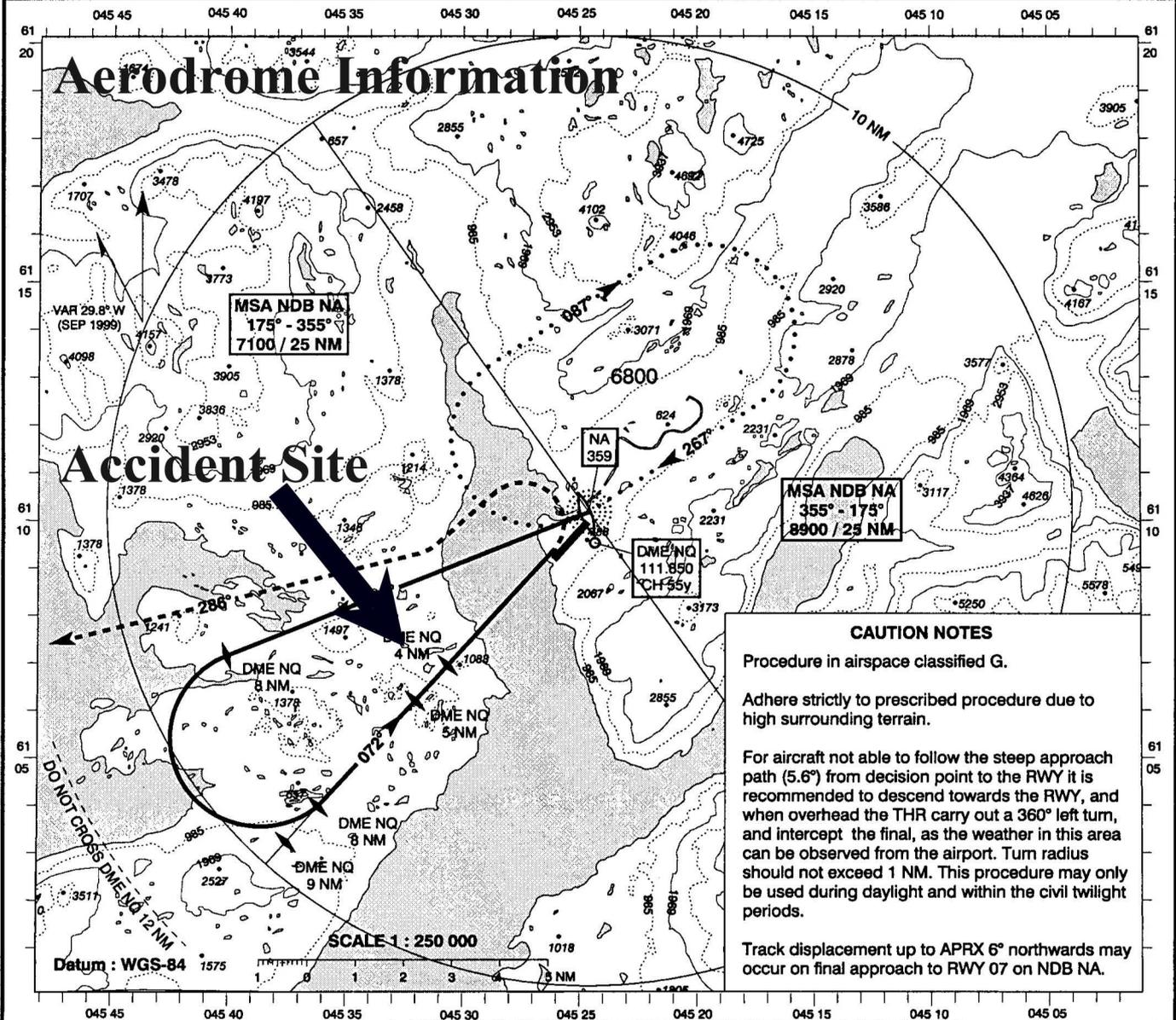
**INSTRUMENT
APPROACH
CHART - ICAO**

AD ELEV : 112

Bearings are magnetic
ELEV, ALT and HGT in FT

Narsarsuaq AFIS : 119.100

**AD 2 - BGBW
NDB + DME 07 - 1
Narsarsuaq**



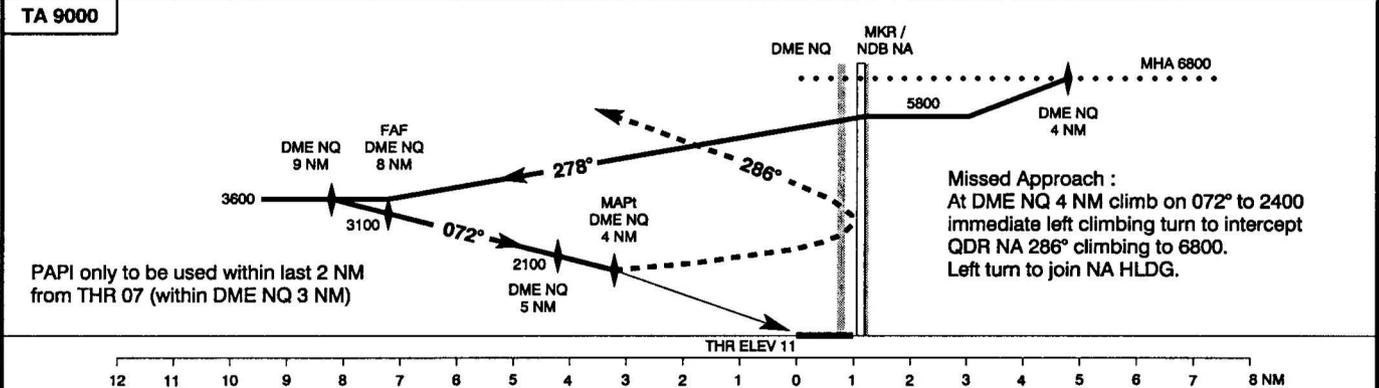
CAUTION NOTES

Procedure in airspace classified G.

Adhere strictly to prescribed procedure due to high surrounding terrain.

For aircraft not able to follow the steep approach path (5.6°) from decision point to the RWY it is recommended to descend towards the RWY, and when overhead the THR carry out a 360° left turn, and intercept the final, as the weather in this area can be observed from the airport. Turn radius should not exceed 1 NM. This procedure may only be used during daylight and within the civil twilight periods.

Track displacement up to APRX 6° northwards may occur on final approach to RWY 07 on NDB NA.



Missed Approach :
At DME NQ 4 NM climb on 072° to 2400 immediate left climbing turn to intercept QDR NA 286° climbing to 6800. Left turn to join NA HLDG.

OCA (H)	A	B	C	MNM missed APCH climb gradient	SPECIAL CONDITIONS					
Straight in	1800 (1790)	1800 (1790)	1800 (1790)	4 %	MAX HLDG and APCH speed 220 KT IAS. MAX missed APCH turning speed 160 KT IAS. Circling N of RWY only. If visual contact is lost during visual circling: Intercept and follow QDR NA 286° as soon as possible climbing to 6800, then turn left and join NA HLDG.					
Straight in	1500 (1490)	1500 (1490)		6 %						
Circling	1800 (1790)	2400 (2390)	3500 (3490)							
DME NQ	NM	1	2	3	4	5	6	7	8	9
DIST to THR	NM	0	1	2	3	4	5	6	7	8
ALT	FT	60	600	1200	1800	2100	2430	2760	3100	3600

State Minima : AD 2 - BGBW - 5

Changes : State Minima reference

Flight recorders

The BFU assisted the Danish AAIB in downloading data from the cockpit voice recorder. The downloaded data was of poor quality and needs further analysis in order to be of value for the investigation.

The NTSB assisted the Danish AAIB in downloading data from the flight data recorder into engineering units. The downloaded data was not valid for the performed flights on 4 and 5 August 2001 and was for that reason of no value for the investigation

Investigation

Until this point the investigation has not revealed any technical malfunctions on the aircraft.

The Danish AAIB continues the investigation.