

SYNOPSIS

At 1855¹ hrs on 12 January 2006, the German Federal Bureau of Aircraft Accident Investigation (BFU) was advised by the Münster Search and Rescue centre that an aircraft accident had taken place in the vicinity of Freiburg Airfield. A BFU investigation team arrived at the accident site at about 01:00 hrs. Aided by a local external expert for field investigation who was tasked with the location and recording of any volatile traces, the team began the immediate investigation on-site.

The Beech B300 took off on the morning of 12 January 2006 from its home base at Freiburg im Breisgau (EDTF) Airfield for a commercial flight in which passengers were to be transported from Karlsruhe/Baden-Baden (EDSB) to Braunschweig (EDVE) and return.

The B300 landed back at Karlsruhe at 17:19 hrs. The passengers disembarked at their destination and the flight crew took off for Freiburg at 17:59 hrs. This latter sector was flown under Visual Flight Rules Night (VFR Night).

The flight continued south at 4,500 ft in radio contact with Strasbourg Approach (119,450 MHz). Before leaving this frequency at 18:12 hrs, the commander asked the Air Inspection Officer (*‘Flugleiter’*) at Freiburg for the current airfield weather. The cruising altitude was reduced to 3,500 ft.

In subsequent radio exchanges, the crew gave position reports to the Flight Information Service at Freiburg and received current weather information. At 18:16 hrs the aircraft was above the destination aerodrome on a southerly heading.

When above the town, the aircraft then reversed heading to a northerly course to begin an approach to land. This was followed by a further 180° turn to intercept the approach path to Runway 16.

The undercarriage was lowered during final approach to Runway 16, and a short time later the commander gave his position to the Flight Information Service at Freiburg as 3 to 4 NM from the airfield.

The aircraft made contact with trees at 18:26 hrs about 450 m from the threshold to Runway 16 at Freiburg Airfield.

Both pilots were killed by the impact.

The accident occurred during the final stages of an approach under Visual Flight Rules, when the aircraft made a controlled descent and then had contact with trees. The causes of the accident were:

- because the decision was made to undertake a VFR Night flight although the weather was marginal, and
- the approach to Freiburg Airfield was continued in conditions of insufficient visibility.

¹ All times are indicated in local time