

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: DCA05MA004		Aircraft Registration Number: N875JX	
		Occurrence Date: 10/19/2004		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Kirksville		State MO	Zip Code	Local Time 1937	Time Zone CDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 2			
Aircraft Information Summary					
Aircraft Manufacturer British Aerospace		Model/Series Jetstream 32		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>The Safety Board's full report is available at <a href="http://www.nts.gov/publicctn/publicctn.htm">http://www.nts.gov/publicctn/publicctn.htm</a>. The Aircraft Accident Report number is NTSB/AAR-06/01.</p> <p>On October 19, 2004, about 1937 central daylight time, Corporate Airlines (doing business as American Connection) flight 5966, a BAE Systems BAE-J3201, N875JX, struck trees on final approach and crashed short of runway 36 at Kirksville Regional Airport (IRK), Kirksville, Missouri. The flight was operating under the provisions of 14 Code of Federal Regulations (CFR) Part 121 as a scheduled passenger flight from Lambert-St. Louis International Airport (STL), in St. Louis, Missouri, to IRK. The captain, first officer, and 11 of the 13 passengers were fatally injured, and 2 passengers received serious injuries. The airplane was destroyed by impact and a postimpact fire. Night instrument meteorological conditions (IMC) prevailed for the flight, which operated on an instrument flight rules (IFR) flight plan.</p> <p>Updated on Jul 24 2009 1:17PM</p>					
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<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
KIRKSVILLE REGIONAL	IRK	945 Ft. MSL	36	6005	100
Runway Surface Type: Asphalt					
Runway Surface Condition: Wet					
Approach/Arrival Flown: Localizer Only					
VFR Approach/Landing:					
<b>Aircraft Information</b>					
Aircraft Manufacturer		Model/Series		Serial Number	
British Aerospace		Jetstream 32		875	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Retractable - Tricycle					
Amateur Built Acft? No	Number of Seats: 19	Certified Max Gross Wt.	16204 LBS	Number of Engines: 2	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Prop	Garrett-AiResearch	TPE331	1100 HP		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Continuous Airworthiness	10/2004	9.4 Hours	21977.6 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /	ELT Operated? No	ELT Aided in Locating Accident Site? No			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner		Street Address			
Wells Fargo Bank		229 S. Main St. FL 12 MAC U 1228-120			
		City	State	Zip Code	
		Salt Lake City	UT	84111	
Operator of Aircraft		Street Address			
CORPORATE AIRLINES		693 Fitzhugh Blvd.			
		City	State	Zip Code	
		Smyrna	TN	37167	
Operator Does Business As:			Operator Designator Code: F1JR		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Scheduled; Domestic; Passenger Only					

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**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 48
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Sex: M	Seat Occupied: Left	Occupational Pilot? Yes	Certificate Number: On File
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Certificate(s): Airline Transport; Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Current Biennial Flight Review? 07/2004

Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 06/2004
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	4234	2510	1448	2728						
Pilot In Command(PIC)	3277	719	1278	937						
Instructor	1102		1102							
Instruction Received										
Last 90 Days	191	191		191						
Last 30 Days	72	72		72						
Last 24 Hours	62	62		62						

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? Yes	Second Pilot? Yes
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: IFR

Departure Point St. Louis	State MO	Airport Identifier KSTL	Departure Time 1842	Time Zone CDT
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Destination Same as Accident/Incident Location	State	Airport Identifier KIRK	
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Type of Clearance: IFR

Type of Airspace: Class E

**Weather Information**

Source of Wx Information:

Company

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<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
KIRK	1735	CDT	966 Ft. MSL	2 NM	359 Deg. Mag.
Sky/Lowest Cloud Condition: Thin Overcast			300 Ft. AGL	Condition of Light: Night/Dark	
Lowest Ceiling: Overcast		300 Ft. AGL	Visibility: 3 SM	Altimeter: 29.96 "Hg	
Temperature: 9 °C	Dew Point: 8 °C	Weather Conditions at Accident Site: Instrument Conditions			
Wind Direction: 20	Wind Speed: 6	Wind Gusts:			
Visibility (RVR): Ft.	Visibility (RVV) SM				
Precip and/or Obscuration: No Precipitation; Unknown Obscuration					

<b>Accident Information</b>		
Aircraft Damage: Destroyed	Aircraft Fire: Ground	Aircraft Explosion

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot	1				1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers	11	2			13
- TOTAL ABOARD -	13	2			15
Other Ground					
- GRAND TOTAL -	13	2			15

National Transportation Safety Board

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Administrative Information

Investigator-In-Charge (IIC)

Richard Rodriguez

Additional Persons Participating in This Accident/Incident Investigation:

Robert Drake