

Brief of Accident

Adopted 01/24/2006

DCA05MA004
File No. 19619 10/19/2004 Kirksville, MO Aircraft Reg No. N875JX Time (Local): 19:37 CDT

Make/Model:	British Aerospace / Jetstream 32	Fatal	0	Serious	0	Minor/None	0
Engine Make/Model:	Garrett-airesearch / TPE331	Crew	2				
Aircraft Damage:	Destroyed	Pass	11		2		0
Number of Engines:	2						
Operating Certificate(s):	Flag Carrier/Domestic						
Name of Carrier:	CORPORATE AIRLINES						
Type of Flight Operation:	Scheduled; Domestic; Passenger Only						
Reg. Flight Conducted Under:	Part 121: Air Carrier						

Last Depart. Point:	St. Louis, MO	Condition of Light:	Night/Dark
Destination:	Same as Accident/Incident Location	Weather Info Src:	Weather Observation Facility
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Instrument Conditions
		Lowest Ceiling:	300 Ft. AGL, Overcast
		Visibility:	3.00 SM
		Wind Dir/Speed:	020 / 006 Kts
		Temperature (°C):	9
		Precip/Obscuration:	No Precipitation; Unknown Obscuration

Pilot-in-Command	Age: 48	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 4234
Airline Transport; Commercial; Multi-engine Land; Single-engine Land		Last 90 Days: 191
Instrument Ratings		Total Make/Model: 2510
Airplane		Total Instrument Time: UnK/Nr

The Board's full report is available at <http://www.nts.gov/publictn/publictn.htm>. The Aircraft Accident Report number is NTSB/AAR-06/01.

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 Part 121 as a scheduled passenger flight from Lambert-St. Louis International Airport, 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 at the time of the accident, and the flight operated on an instrument flight rules flight plan.

Updated at Jul 24 2009 1:17PM

Brief of Accident (Continued)

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10/19/2004

Kirkville, MO

Aircraft Reg No. N875JX

Time (Local): 19:37 CDT

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH

Findings

1. (F) LIGHT CONDITION - NIGHT
2. (C) MINIMUM DESCENT ALTITUDE - CONTINUED BELOW - FLIGHTCREW
3. OBJECT - TREE(S)
4. (C) CREW/GROUP COORDINATION - INADEQUATE - FLIGHTCREW
5. (F) FATIGUE - FLIGHTCREW

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

the pilots' failure to follow established procedures and properly conduct a nonprecision instrument approach at night in IMC, including their descent below the minimum descent altitude (MDA) before required visual cues were available (which continued unmoderated until the airplane struck the trees) and their failure to adhere to the established division of duties between the flying and nonflying (monitoring) pilot.

Contributing to the accident was the pilots' failure to make standard callouts and the current Federal Aviation Regulations that allow pilots to descend below the MDA into a region in which safe obstacle clearance is not assured based upon seeing only the airport approach lights. The pilots' unprofessional behavior during the flight and their fatigue likely contributed to their degraded performance.