



National Transportation Safety Board Aviation Accident Final Report

Location:	Kirkville, MO	Accident Number:	DCA05MA004
Date & Time:	10/19/2004, 1937 CDT	Registration:	N875JX
Aircraft:	British Aerospace Jetstream 32	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	13 Fatal, 2 Serious
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

The Board's full report is available at <http://www.ntsb.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 Kirkville Regional Airport (IRK), Kirkville, 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.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: 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.

Findings

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

Factual Information

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Pilot Information

Certificate:	Airline Transport; Commercial	Age:	48, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/01/2004
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	07/01/2004
Flight Time:	4234 hours (Total, all aircraft), 2510 hours (Total, this make and model), 3277 hours (Pilot In Command, all aircraft), 191 hours (Last 90 days, all aircraft), 72 hours (Last 30 days, all aircraft), 62 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Commercial	Age:	29, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/17/2004
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	08/12/2004
Flight Time:	2856 hours (Total, all aircraft), 107 hours (Total, this make and model), 2698 hours (Pilot In Command, all aircraft), 107 hours (Last 90 days, all aircraft), 72 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	British Aerospace	Registration:	N875JX
Model/Series:	Jetstream 32	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	875

Landing Gear Type:	Retractable - Tricycle	Seats:	19
Date/Type of Last Inspection:	10/18/2004, Continuous Airworthiness	Certified Max Gross Wt.:	16204 lbs
Time Since Last Inspection:	9.4 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	21977.6 Hours at time of accident	Engine Manufacturer:	Garrett-AIRResearch
ELT:	Installed, not activated	Engine Model/Series:	TPE331
Registered Owner:	Wells Fargo Bank	Rated Power:	1100 hp
Operator:	CORPORATE AIRLINES	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	F1JR

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	KIRK, 966 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1735 CDT	Direction from Accident Site:	359°
Lowest Cloud Condition:	Thin Overcast / 300 ft agl	Visibility:	3 Miles
Lowest Ceiling:	Overcast / 300 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	9° C / 8° C
Precipitation and Obscuration:	No Precipitation; Unknown Obscuration		
Departure Point:	St. Louis, MO (KSTL)	Type of Flight Plan Filed:	IFR
Destination:	Kirksville, MO (KIRK)	Type of Clearance:	IFR
Departure Time:	1842 CDT	Type of Airspace:	Class E

Airport Information

Airport:	KIRKSVILLE REGIONAL (IRK)	Runway Surface Type:	Asphalt
Airport Elevation:	945 ft	Runway Surface Condition:	Wet
Runway Used:	36	IFR Approach:	Localizer Only
Runway Length/Width:	6005 ft / 100 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	11 Fatal, 2 Serious	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	13 Fatal, 2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Richard Rodriguez	Report Date:	01/24/2006
Additional Participating Persons:	Robert Drake		
Publish Date:	07/24/2009		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable cause of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).