

# **Attachment 1**

**to Operational Factors / Human Performance Group Chairman's Factual Report - Addendum 1**

**DCA00MA005**

## **ATTACHMENT 1 - ERRATA TO JULY 6, 2000 FACTUAL REPORT**

On September 12, 2000, the Safety Board held a technical review at Safety Board headquarters in Washington, D.C., for this accident. This attachment contains corrections and clarifying information to address issues raised during the technical review.

On page 3, in Section A of the Factual Report (Accident), correct the location, "Mina, South Dakota," to read, "Aberdeen, South Dakota."

On page 3, Section A of the Factual Report (Accident), and on page 13, Section D of the Factual Report (Details of the Investigation, 3.0 Airplane Information), the airplane is listed as a "Gates Learjet." The airplane manufacturer is now known as "Learjet, Inc."

On page 6, Section D of the Factual Report (Details of the Investigation, 1.0 History of Flight), add the following text to the fifth paragraph, which begins, "The flight arrived at MCO ...." "This employee stated that they decided to save the big golf bag for last. They closed the bottom door, put the golf bag in the airplane, and then closed the top door. He stated that it appeared that the captain had trouble closing the door because there was not much room."

Reference page 10, Section D of the Factual Report (Details of the Investigation, 2.0 Flight crew Information, 2.0.1 The Captain): A family representative in a letter to Safety Board investigators dated February 3, 2000, wrote that Michael Kling's "current Lear air time was over 53 hours at the time of the accident." In a March 31, 2000, letter, the family representative wrote, "From the log books we have, we are not aware of any military time in the C-21 or Learjet aircraft. Mike also has entries for flight time in T-37, T-41, T-50, C-152, C-172, PA-28-201, and Citation 500."