

NATIONAL TRANSPORTATION SAFETY BOARD  
Office of Research and Engineering  
Washington, DC  
September 26, 2005

**ERRATA TO PERFORMANCE STUDY**

**Specialist's Report of Investigation  
By Abdullah K. Kakar**

**DCA05MA004**

**A. ACCIDENT**

Location: Kirksville MO  
Date: October 19, 2004  
Time: Approximately 1937 central daylight time (CDT)  
Aircraft: British Aerospace Jetstream 32, N87JX

**B. SUMMARY**

At approximately 1937 CDT, October 19, 2004, a Corporate Airlines, Inc operating as American Connections flight 5966, BAE Systems Jetstream 3200, N875JX, operating in accordance with 14 CFR Part 121, crashed while the flight was on approach to the Kirksville Regional Airport (KIRK), Kirksville, Missouri. The flight was conducting a non-precision LOC/DME Runway 36 approach. Eleven of the 13 passengers and the 2 flight crewmembers were fatally injured. The two surviving passengers received serious injuries. The airplane was destroyed by impact and post-impact fire. The reported weather was visibility 3 miles in mist and an overcast ceiling at 300 feet.

**C. PURPOSE OF ERRATA**

This errata is to include the flight path angle in figure 15 of the performance report and to change the description from the following as stated below in the performance report:

Figure 15 is a plot of the airplane angle of attack and pitch angle, which shows that the airplane's angle of attack was fairly constant and within the typical 3 deg glide

path until just prior to the initial tree strike where the angle of attack increased to about 11 deg.

Change to the following:

Figure 15 is a plot of the airplane's angle of attack, flight path, and pitch angle, which shows that the airplane's flight path angle was fairly constant at approximately minus 5 degrees and below the typical minus 3 degree glide path angle. The angle of attack shows an increase to about 11 degrees just prior to the initial tree strike.

Jetstream 32 Crash on Approach to Runway 36  
Kirksville, Missouri October 19, 2004  
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