
Attachment 12

to Operations Group Factual Report

DCA05MA04

Witness Statements

JOE LEE ALEXANDER

October 24, 2004

To whomever it may concern at the NTSB,

I am a 135 charter pilot. I was at the airport when the Jetstream (American Connection flight 5966) crashed. At approximately 19:55 local time I was attempting to get my IFR Clearance to depart IRK while on the taxiway at the approach end of runway 36. Kansas city center was unable to give me clearance as they were waiting for the Jetstream to cancel his IFR flight plan. Kansas City Center asked me if I saw the Jetstream land or if I saw him on the ramp. I told them I had not seen him land. I went to the ramp and did not see him there either. I then informed Kansas City Center that he was not on the ramp. They replied to me that they think he went down approximately 4 miles south of the airport and the controller asked me to look to the south and see if I saw any fire or lights. I looked and did not see any fire or lights and informed the controller with this information. I was listening to CTAF and then heard an aircraft calling to get Kirksville UNICOM's attention two to three times. However, Kirksville UNICOM did not respond. So I responded and communicated with the aircraft. At first I thought that they were the jetstream. and told them that I would inform Kansas city center that they were ok. Then they replied that they did not think that they were the aircraft that they were looking for. I heard the corporate gulfstream talking about diverting from IRK. However, I do not recall at this time the timeframe or which frequency this was broadcasted on since I was simultaneously listening to Kirksville CTAF and Kansas City Center. I then proceeded back to the ramp and shut down my engines. I hurried out of the aircraft and shouted: "has Corpex landed yet?" they airport workers informed me that a farmer called in and said that they had crashed. Then a few seconds later I heard sirens on highway 63 heading southbound. Later on the corporate Gulfstream landed on runway 36. I estimate his landing time between 20:35 to 20:40 local time. Then at 21:00 local time I received an IFR clearance from Kansas City Center and departed IRK to go to STL. I do not recall what the cloud bases were at on departure. While in flight, Kansas City center was asking another aircraft if he knew if the pilot controlled lighting system lights were depicted on Jeppesen and NOS approach plates. I joined into the conversation and informed them that it was indeed depicted on the approach plates. I then started to think and wondered if the approach lights were on high intensity when flight 5966 was on the approach. I informed Kansas city center of my thoughts about the approach lights. I hope this information helps. If you have anymore questions feel free to contact me.

Sincerely,


Joe Alexander

* I am in the process of changing my current address to my permanent address since I just moved.

Witness phone interview October 23, 2004 (1900 CDT)

Witness:
Joe Alexander



Mr. Alexander is a pilot for Air Exec, a non-scheduled 135 freight operator. On the night of the accident Alexander was scheduled to fly from Kirksville to St. Louis. Shortly after engine start and taxi, Alexander received an IFR clearance from KC Center with a planned departure time around 1945-1955. While waiting for a departure clearance KC Center asked Alexander if Corporate was on the ground. Alexander stated he did not see Corporate and taxied back to the ramp (from approach end of 36) in an effort to locate the Jet Stream. Alexander stated the Aircraft was not at the gate. Shortly thereafter, KC Center advised Alexander that Corporate was down approximately 4 miles south of the airport. After learning of the accident, Alexander reported hearing sirens south of the airport. Alexander stated that a Gulfstream had been trying to get into Kirksville. After confirming Corporate was down, KC Center cleared the Gulfstream for the approach at Kirksville. Alexander stated the aircraft landed at approximately 2020. Between 2045 and 2050 Alexander was cleared via an IFR flight plan to St. Louis. When asked about ceiling pilot and visibility at Kirksville, Alexander stated he didn't recall the specific weather. Mr. Alexander will be preparing a statement and has agreed to meet with me Sunday morning.

Sunday October 24, 2004 @ (1130 CDT)

I met with Mr. Alexander at the Kirksville Airport to discuss the accident. Mr. Alexander provided a written statement that he prepared the evening before our meeting. Mr. Alexander summarized his written statement and commented on his activities on the evening of the accident. Mr. Alexander relayed to me that he has been employed by Air Exec (as a pilot) for approximately two months and has recently returned to the flying profession. Mr. Alexander owns a medical company and is transitioning from the medical field back into aviation. Alexander stated he was very disturbed by the accident and a bit apprehensive about completing his flight back to St. Louis. He stated he was new to the company and wanted to complete the flight. When asked about the weather condition, Alexander stated he thought the weather was about 4-5 miles and 300 over. Alexander stated he was in the process of completing a NASA form. Mr. Alexander was cooperative.

Dennis J. Hogenson
NTSB; Seattle, WA.



Phone Interview with Kenyon W. Bowman October 24, 2004 (1330 CDT)

Kenyon W. Bowman
Chief Pilot
NR Aviation


Mr. Bowman was the pilot-in-command of N720DR, (GII), which landed at Kirksville Airport following the accident involving Corporate. Mr. Bowman stated that the approach was delayed due to the accident and was preparing to divert when KC Center cleared him for the approach. Bowman stated they broke out at "minimums" on the approach (LOC DME RWY 36), "held mins for 10-15 seconds before picking up the runway." Mr. Bowman stated he picked up the airport 5-6 miles "out." Neither pilot observed the aircraft wreckage or ground fire during the approach. Aircraft landed at about 2030 CDT.

Mr. Bowman and his first officer will be providing statements via email. Mr. Bowman was cooperative. Interview lasted approximately 10 minutes.

Dennis Hogenson
NTSB; Seattle, WA

October 25, 2004

Dennis Hogenson
NTSB: Seattle



Dear Mr. Hogenson,

As you requested here are the details of our arrival into Kirksville, Missouri regional airport (KIRK) the night of October 19. The details are the best that my first officer and I can recall.

Our landing time was 23:51Z.

As we started our decent, we picked up the ASOS some where in the area of 23:30Z. The ASOS was reporting 300 overcast, visibility of 5 miles, with a remark that the ceiling was variable 200 ft. to 600 ft. We monitored the ASOS listening to it every few minutes through out our decent. It remained pretty constant with the previously mentioned conditions.

We were cleared to 5,000 ft. the Kansas City Center controller advised us that an aircraft was missing and was presumed down in the area of Kirksville. We asked him if there would be a delay, he said that it would be likely and then he gave us a vector. It was just a couple of minutes after that that he gave us another vector, cleared us down to 3,000 ft. and cleared us for the approach.

We crossed the final approach fix (Kemmy) at 2,500 ft. and proceeded down to and leveling off at minimums. The first officer called minimums and then immediately called the airport in sight. We calculate that at this point we were approximately 2 miles from the end of the runway. We flew level at minimums for approximately 10 to 15 more seconds and then left minimums and made a normal landing.

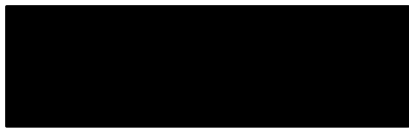
We calculate that the ceiling was right at minimums and that the visibility was good at 5 to 6 miles.

Our aircraft N720DR is a G-1159 serial number 209, GLF2.

I hope this will help you in your investigation. If you require any further information, please do not hesitate in calling me.

Best regards,

Kenyon Bowman
N R Aviation



STATEMENT

Adair County Sheriff's Department
215 N Franklin Kirksville, MO 63501

STATEMENT OF: David Sommers	DATE: Oct. 21, 04
ADDRESS: [REDACTED]	TIME:
CITY/STATE: La Plata Mo.	PHONE: None (Amish)
DOB:	SSN:

I write this for my husband David Sommers of what he witnessed concerning the airplane crash on the eve of the 19th (Tuesday). He was watching the plane that usually went through here every eve. It was around 7:45 daylight savings time when he came running to the house to tell me. He said he was watching it and it went down a little and all at once he saw a brightness and he thought it looks like its headed for some trees and then it crashed, sounded something awful. This happened about 2 miles across the field straight north between us and Duane Turners. He didn't see anymore light after the crash but we figured it was to far down behind the trees to see it from our place, also it was a foggy eve.

I wasn't to scared about it and figured he probably imagined it, or its not as bad as he thinks. But when seeing how scared he looks and him carrying on about it, I said well if you think thats what actually happened you better run and tell Duane Turner so he can call the airport and tell em. So thats what he did and guess Turner called up there right away, as soon we heard lots of sirens and saw flashing lights.

Written by Mrs. [REDACTED]

PLEASE PLACE YOUR INITIALS ABOVE ANY MISTAKE THAT YOU MADE, AND SIGN YOUR NAME AFTER YOUR LAST WORD. THANKS

Phone [REDACTED]

STATEMENT

Adair County Sheriff's Department
215 N Franklin Kirksville, MO 63501

STATEMENT OF: <i>Duane & Peggy Turner</i>	DATE: <i>10-21-04</i>
ADDRESS: [REDACTED]	TIME: <i>1:00</i>
CITY/STATE: <i>La Plata, MO 63549</i>	PHONE: [REDACTED]
DOB: [REDACTED]	SSN: [REDACTED]

At approximately 7:45 an Amish neighbor David Somers came to our house and said that a plane had crashed north of us. From talking with him we thought the plane may have gone down about one mile north of us, close to Archer rd, which would be directly south of the runway of the Millard Airport.

Mr Somers said ^{at} ~~heard a~~ sound of a crash and saw a flash when the plane went down.

We then called the airport at 7:50 and reported what he had told us.

Duane & Peggy
[REDACTED]

PLEASE PLACE YOUR INITIALS ABOVE ANY MISTAKE THAT YOU MADE, AND SIGN YOUR NAME AFTER YOUR LAST WORD. THANKS

Phone: [REDACTED]