

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Aviation Engineering Division
Washington, DC 20594

June 23, 2005

STRUCTURES GROUP CHAIRMAN'S FACTUAL REPORT

ADDENDUM 1

A. ACCIDENT **DCA05MA004**

Location: Kirksville Regional Airport (IRK), Kirksville, Missouri
Date: October 19, 2004
Time: 1945 Central Daylight Time (CDT)
Aircraft: American Connection 5966, BAe Systems Jetstream 3201, N875JX

B. ADDENDUM

The wreckage distribution diagram was created using data obtained by the Federal Bureau of Investigation Evidence Response Team's Total Station survey equipment. This equipment provides a three-dimensional map of the surveyed points relative to the initial set up point. The initial set up point for this accident was chosen as the center of the main wreckage site and located using a Garmin hand held Global Positioning System receiver (N40°03.844', W92°32.663'). This point was then plotted on the USGS Millard Quadrangle topographic map to obtain the approximate elevation of 920 feet MSL. All points on the wreckage distribution diagram were plotted in relation to the initial set up point.

The black hatched area on the wreckage diagram close-up view of the main wreckage site in Appendix 2 represents the area of heavy ground scarring with pieces of the propeller slip ring as described in section 2.0 Overview, paragraph 2.