

Jetstream 32  
**Kirksville, MO, USA**  
October 19, 2004

NTSB Identification: **DCA05MA004**

Scheduled 14 CFR Part 121: Air Carrier operation of CORPORATE AIRLINES

Accident occurred Tuesday, October 19, 2004 in Kirksville, MO

Aircraft: British Aerospace Jetstream 32, registration:

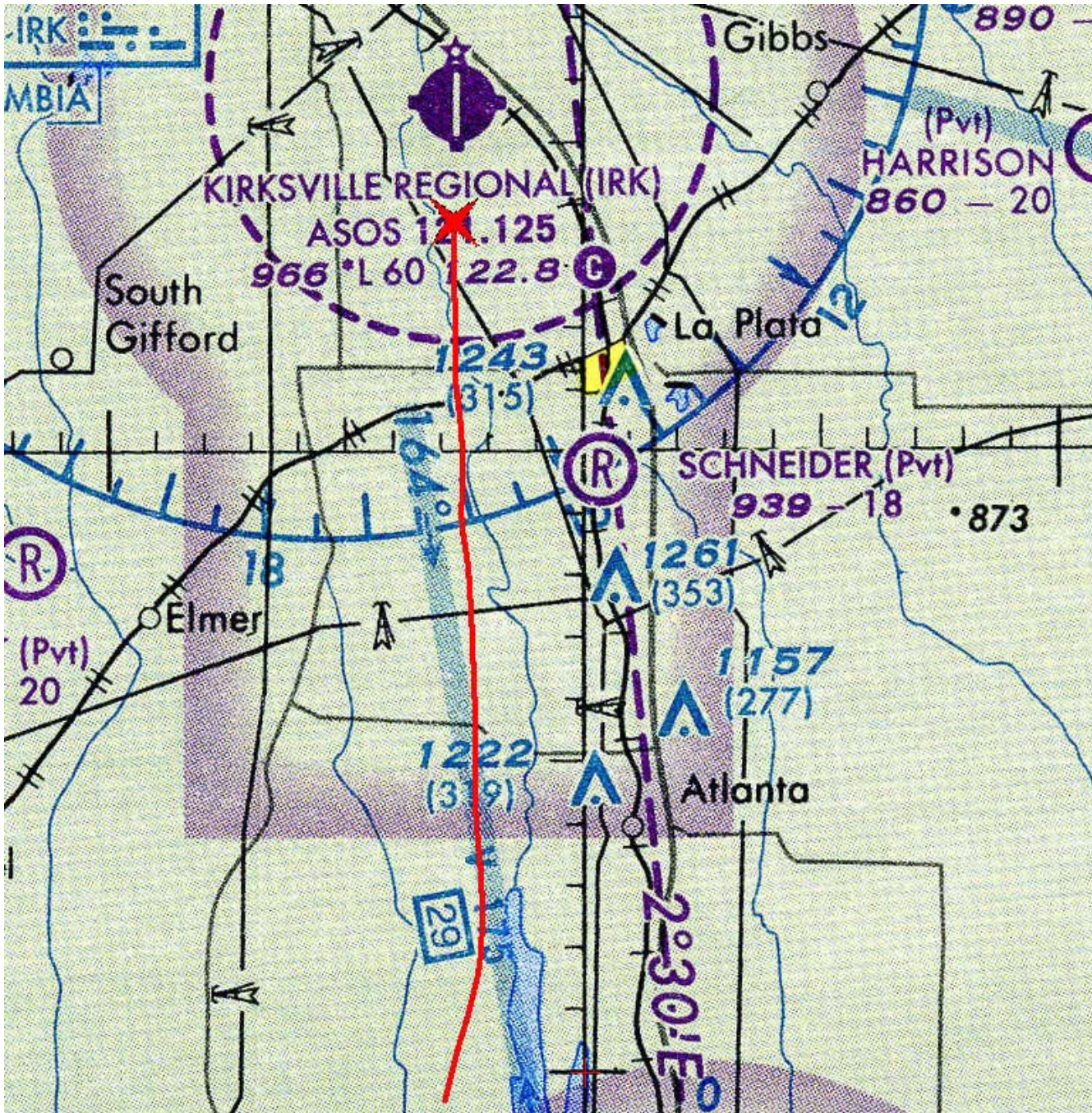
Injuries: 12 Fatal, 2 Serious.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

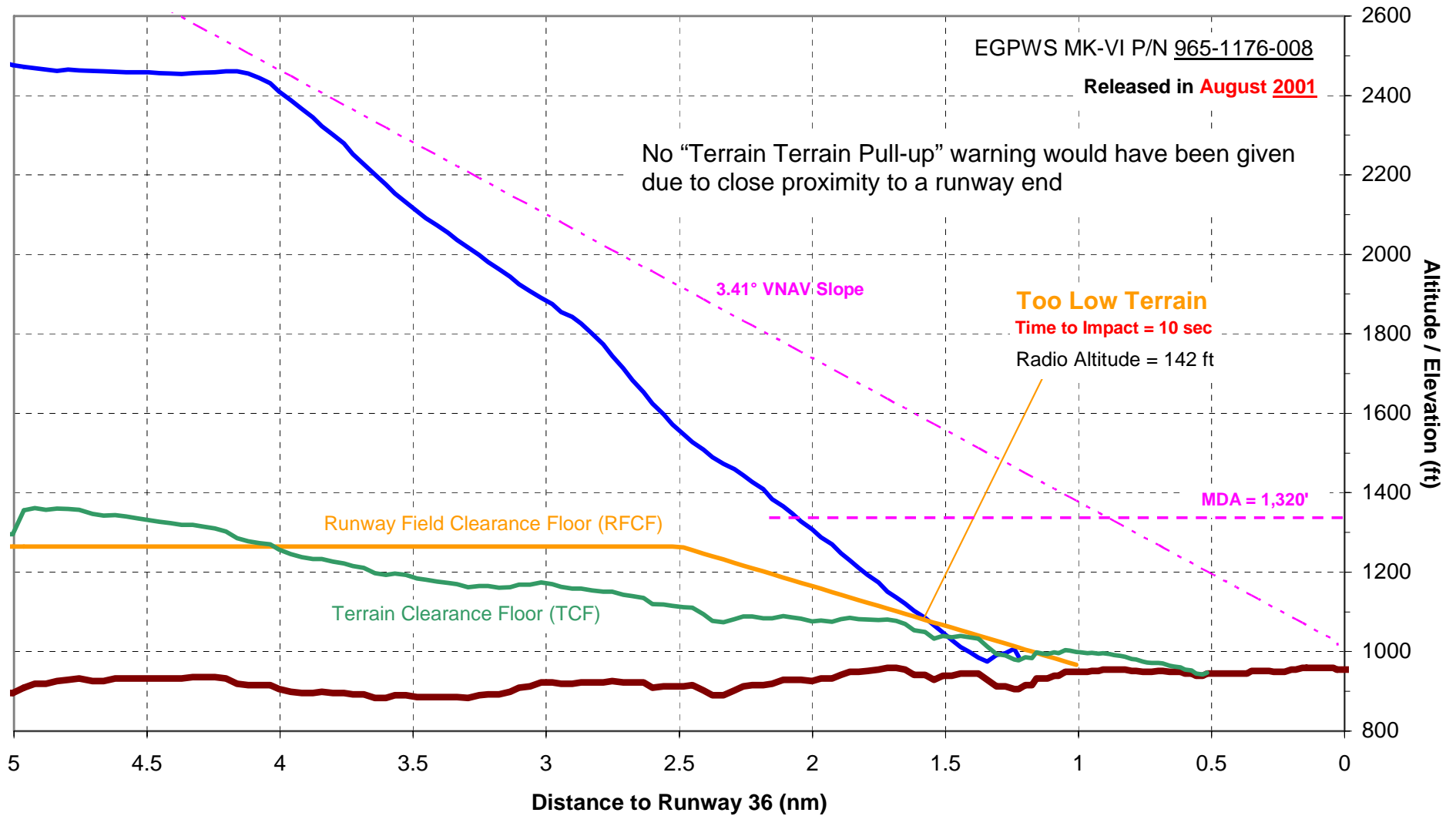
On October 19, 2004, about 7:45 p.m. central daylight time, a British Aerospace Jetstream 32 twin-engine turboprop airplane, operating as American Connection Flight 5966 (a feeder commuter for American Airlines), crashed during an instrument approach to the Kirksville Regional Airport in Kirksville, Missouri. The airplane carried 2 crewmembers and 12 passengers. The flight was being operated as a scheduled Part 121 airline flight. It departed from St. Louis, Missouri, about 6:45 pm and was destined for Kirksville.

According to preliminary information, the flight was being vectored by the Kansas City Air Route Traffic Control Center (ARTCC) for the Distance Measuring Equipment Instrument Landing System (DME ILS) approach to runway 36 at Kirksville. The airplane was cleared to descend from 15,000 feet. The airplane reportedly crashed about 4 miles from the runway during the approach.

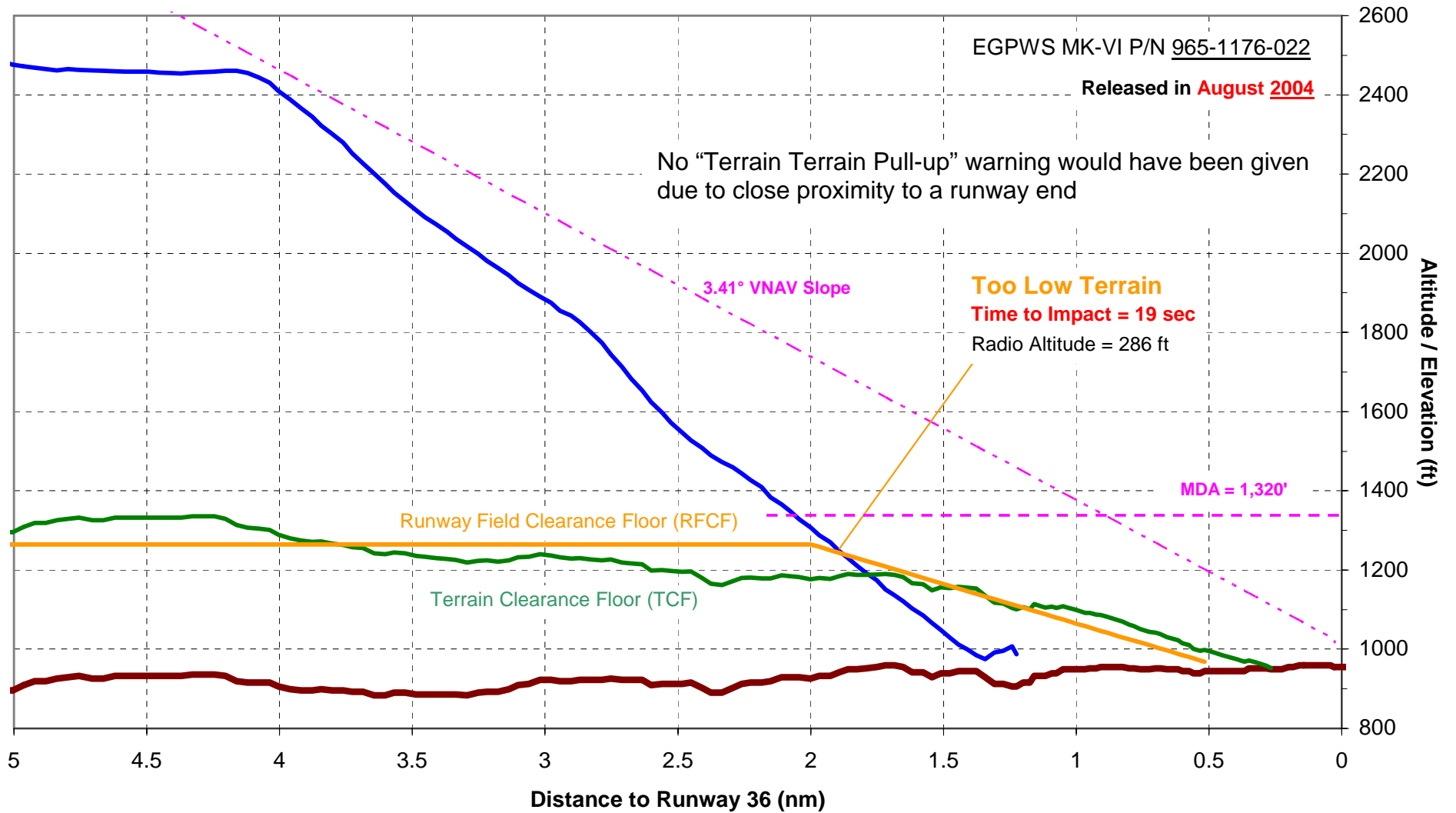
American Connection is owned and operated by Corporate Airlines, a small commuter airline based in Smyrna, Tennessee.



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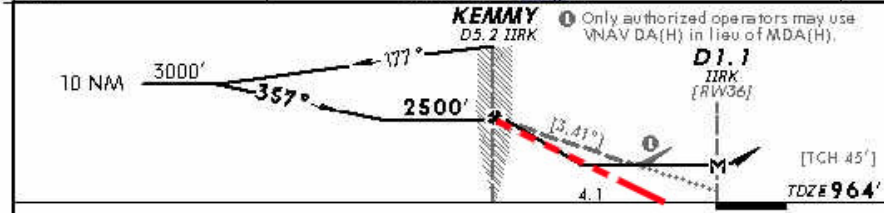
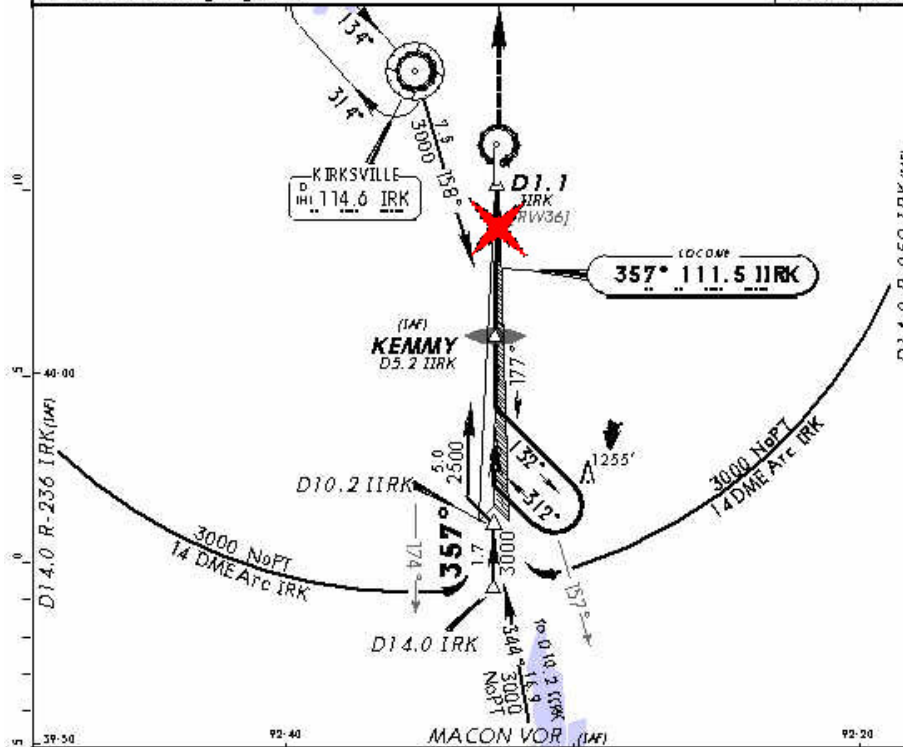


**KIRK/IRK**  
KIRKSVILLE REGL

11-1

**KIRKSVILLE, MO**  
**LOC DME Rwy 36**

ASOS 121.12	KANSAS CITY Center [R] 132.6	COLUMBIA Radio 122.2 122.1G	KIRKSVILLE REGL UNICOM CTAF 122.8
LOC IRK <b>111.5</b>	Final Appch Crs <b>357°</b>	Minimum Alt <b>KEMMY</b> <b>2500'</b> (1536')	MDA(H) <b>1320'</b> (356') Apt Elev 966' TDZE <b>964'</b>
MISSED APCH: Climb to 3000' then direct IRK VOR and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use IRK DME when on LOC course. 2. VGST and descent angles not coincident. 3. Pilot controlled lighting 122.8.			3100' MSA IRK VOR



Grd speed Kts	70	90	100	120	140	160
Descent angle [3.41°]	422	543	603	724	845	965
MAP at D1.1 IRK						

STRAIGHT-IN LANDING RWY 36

MDA(H) **1320'** (356')

CIRCLE-TO-LAND

3000' then IRK 114.6