National Transportation Safety Board

Office of Aviation Safety
Washington, D.C. 20594-2000
February 15, 2007

AMENDED METEOROLOGY FACTUAL REPORT

DCA07MA003

A. ACCIDENT

Location: Manhattan, New York
Date: October 11, 2006
Time: 1442 eastern daylight time (1842 UTC[1])
Aircraft: Cirrus SR-20; registration N929CD

B. METEOROLOGICAL SPECIALIST

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C. SUMMARY

On October 11, 2006, about 1442 eastern daylight time, a Cirrus SR-20, N929CD, crashed into an apartment building in New York City. Both people on board the airplane were killed and the airplane was destroyed by impact forces and post crash fire. No fatalities occurred on the ground. Substantial damage occurred to several of the residences in the building. The pilot and owner was New York Yankee player Cory Lidle, and a California based flight instructor was with him. The flight was operating under the provisions of 14 Code of Federal Regulations Part 91. The flight had taken off from Teterboro Airport in New Jersey and appeared to be sightseeing around Manhattan.

[1] UTC – is an abbreviation for Coordinated Universal Time.

D. DETAILS OF INVESTIGATION

The National Transportation Safety Board's (NTSB) meteorologist specialist was not on scene for this investigation and gathered all the weather data for this investigation from the Washington D.C. office from official National Oceanic and Atmospheric Administration (NOAA), National Weather Service (NWS), and National Climatic Data Center (NCDC) sources. All times are Coordinated Universal Time (UTC) based upon the 24 hour clock. Local time of eastern daylight time (EDT) is +4 hours to UTC, and UTC=Z. Directions are referenced to true north and distances in nautical miles. Heights are above mean sea level (MSL) unless otherwise noted. Visibility is in statute miles and fractions of statute miles.

1.0 Synoptic Situation

The NWS northeast regional Surface Analysis Chart for 1800Z is included as figure 1. The chart depicted two low pressure systems with a central pressures of 1007-millibars (mb) and 1010-mb respectively off the Maryland coast with a stationary front running west-to-east northeast off the coast. A high pressure ridge extended across New England into eastern New York and New Jersey, which resulted in an easterly wind flow into the New York area.

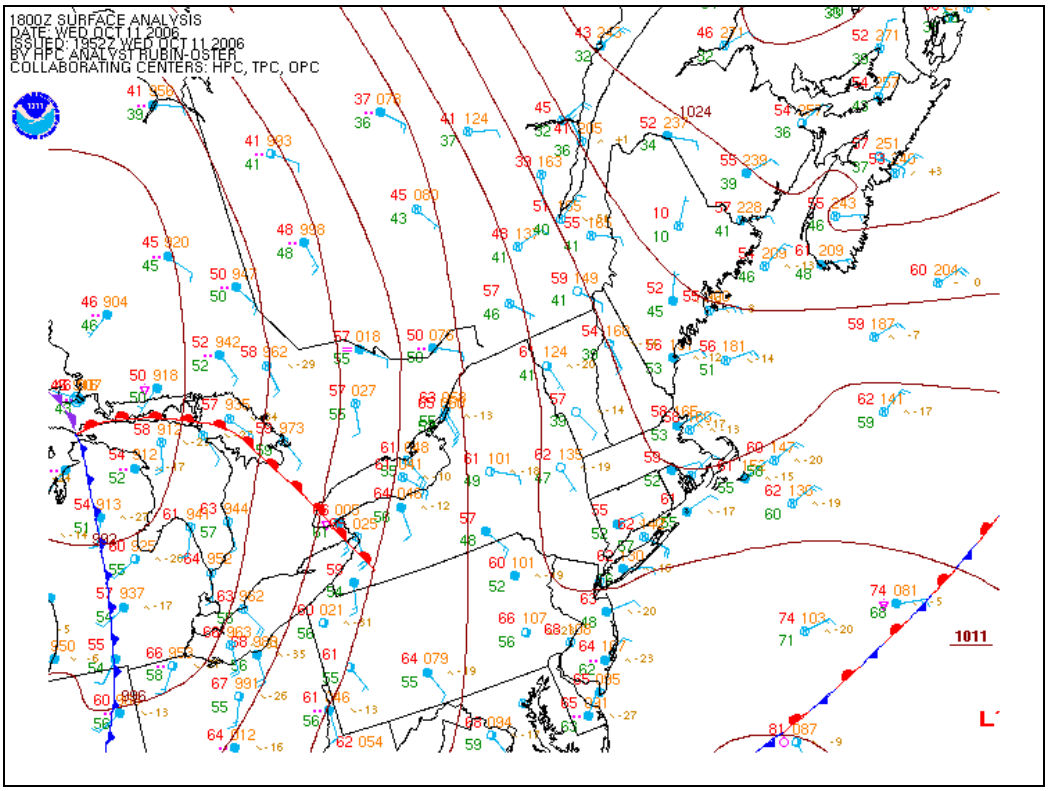

Figure 1 – NWS Surface Analysis Chart for 1500Z

The station model for Kennedy International Airport (KJFK) indicated a east-southeasterly wind at approximately 15 knots, with overcast skies and a temperature of 62 degrees Fahrenheit (F).

2.0 Surface Observations

The closest weather reporting system to the accident site was from New York Central Park (KNYC) Automated Surface Observation System (ASOS). The following observations are taken from standard code provided in plain language, with cloud heights reported above ground level (agl):

New York Central Park Automated Observation System at 1451 EDT (1851Z) wind from 060 degrees true at 6 knots, visibility 7 statute miles, ceiling overcast at 1,800 feet agl, temperature 17 degrees Celsius (C) (63 degrees F), dew point 13 degrees C (56 degrees F), altimeter 29.90 inches of Mercury (Hg). Remarks - automated system, sea level pressure 1011.7-millibars, temperature 17.2 degrees C, dew point 13.3 degrees C, thunderstorm sensor inoperative.

All the observations from Teterboro Airport (KTEB), Teterboro, New Jersey, Newark Liberty International Airport (KEWR), Newark, New Jersey, LaGuardia (KLGA), Kennedy International Airport (KJFK) reported similar conditions with visibility unrestricted and marginal visual flight rules (MVFR) conditions[2] due to low broken to overcast sky conditions surrounding the period of the accident.

3.0 Upper Air Data

The low-level wind structure was documented utilizing MDCRS[3] aircraft equipped sounding that descended into Newark Liberty International Airport (KEWR) and touching down at 1842Z. The sounding from aircraft number 2938 was as follows:

PRESSURE ALT (FT)	PRESSURE (MB)	TEMP (°C)	WIND DIR/SPD	TIME (UTC)	BEARING/RANGE (°/NM)
200	1006	18.0	103° 13 kt	1842	205° at 001
700	988	16.2	095° 13 kt	1841	203° at 003
1,200	970	14.7	095° 18 kt	1840	207° at 005
1,700	953	13.5	105° 16 kt	1840	205° at 007
2,400	928	12.2	127° 16 kt	1839	207° at 008

[2] MVFR conditions – are defined as a ceiling or lowest layer of clouds reported as broken, overcast, or the vertical visibility into a surface based obscuration between 1,000 and 3,000 feet agl inclusive and/or visibility 3 to 5 miles inclusive.

[3] MDCRS (the Meteorological Data Collection and Reporting System) - is a database and processing system developed and controlled by ARINC (Aeronautical Radio Incorporated) that utilizes ACARS (Aircraft Communications Addressing and Reporting System) equipped aircraft with special meteorological instruments to measure and transit weather parameters back to a central location to be utilized in weather analysis and forecasts.

Donald E. Eick
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