Operational Factors Factual Report

ATTACHMENTS

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Person Interviewed: Joe Fazzio

Atlantic Aviation Teterboro, NJ

Date of Interview: October 12, 2006, about 1215 EDT

Joe Fazzio was interviewed over the telephone. The following is a summary of information he provided:

Mr. Corey Lidle began renting hangar space from Atlantic Aviation on September 1, 2006. The space was being rented on a temporary transient basis, and the airplane was actually based in California. Atlantic Aviation did not perform any maintenance work on the accident airplane.

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Robert J. Gretz Air Safety Investigator

Person Interviewed: Carl Kleinberg, Owner/Manager

Camden County Airport

Berlin, NJ

Date of Interview: October 12, 2006, about 1230 EDT

Carl Kleinberg was interviewed over the telephone. The following is a summary of information he provided:

Mr. Corey Lidle began renting hangar space from Mr. Kleinberg on May 22, 2006, until September 1, 2006. Mr. Lidle then found hangar space at Teterboro Airport. During that time, no maintenance work was performed on the airplane at Camden County Airport.

Robert J. Gretz

Person Interviewed: Arnold Leto

Anaheim, CA

Date of Interview: October 12, 2006, about 1300 EDT

Arnold Leto was interviewed over the telephone. The following is a summary of information he provided:

Mr. Leto was a friend of Cory Lidle and Tyler Stanger. About 5 minutes prior to departing on the accident flight, Mr. Stanger telephoned Mr. Leto. Mr. Stanger stated that he and Mr. Lidle planned to fly over the Hudson River, around the Statue of Liberty, and then on to Lancaster, PA, as part of their cross-country flight.

Mr. Stanger added that they might not continue to Lancaster if the weather deteriorated.

Robert J. Gretz

Person Interviewed: Phillip Ferante

John Murphy, Esq. Staten Island, NY

Date of Interview: October 12, 2006, about 1520 EDT

Phillip Ferante was interviewed over the telephone. His attorney was also listening in. The following is a summary of information he provided:

Mr. Ferante flew with Mr. Lidle on one occasion. Mr. Lidle approached Mr. Ferante in July 2006. Mr. Lidle had 16 hours experience in a Cirrus airplane, and needed 25 hours for insurance purposes. Mr. Ferante flew to 19N to help Mr. Lidle build hours in his airplane. They proceeded to Toms River, NJ and Lancaster, PA.

Mr. Lidle practiced steep turns and stalls, and Mr. Ferante did not recall any deficiency or anything remarkable. Mr. Ferante added that Mr. Lidle's skills as a pilot were what he expected for a private pilot with approximately 90 hours of flight time.

Mr. Lidle did not make any comments about having or wanting to fly around Manhattan.

Robert J. Gretz

Person Interviewed: Jo Anne Baccile

Atlantic Aviation Teterboro Airport

Date of Interview: October 24, 2006, about 1030 EDT

Jo Anne Baccile was interviewed over the telephone. The following is a summary of information she provided:

Ms. Baccile had worked with Mr. Lidle for several months, and developed a friendship. She assisted Mr. Lidle with bringing his airplane to Atlantic Aviation, and then coordinated customer service once his airplane was at Atlantic Aviation.

Ms. Baccile received a voicemail on Tuesday evening, October 10, 2006, about 8:45pm. Mr. Lidle stated that he was calling during intermission of Beauty and the Beast, playing in Manhattan. Mr. Lidle's family was attending the play with Mr. Stanger's family. Mr. Lidle apologized for calling late, and requested that his airplane be brought to the ramp for an 11:00am departure on Wednesday, October 11. On Wednesday, October 11, Mr. Lidle telephoned Ms. Baccile at 10:22am, and informed her that he was running late. Ms. Baccile heard a child playing in the background, and thought Mr. Lidle might be calling from his hotel room. Mr. Lidle planned on arriving at Atlantic Aviation at 12:30pm, and asked for the airplane to be "topped off."

Mr. Lidle and Mr. Stanger arrived between 12:30pm and 12:45pm. Line Services assisted them with approximately two large bags and some smaller luggage. Mr. Lidle came into Ms. Baccile's office and introduced Mr. Stanger as "Tyler." Mr. Lidle stated that since the New York Yankees lost the pennant race, he would no longer need the services of Atlantic Aviation to hangar his airplane. Ms. Baccile and Mr. Lidle said goodbye and exchanged email addresses. Mr. Lidle stated that he and Mr. Stanger were planning to fly to Nashville, TN to see friends, and then on to Arizona and California.

Ms. Baccile stated that as a Concierge she sits in front of the reception area and has a full view of the outside ramp area. She observed Mr. Lidle and Mr. Stanger preflighting the airplane. Mr. Lidle was in the left seat, and Mr. Stanger in the right seat, checking the airplane lights and flight controls. Mr. Lidle conducted an "extensive preflight." Mr. Baccile observed both men utilizing the weather computer in the lounge area, and walking back and forth numerous times to the computer. Ms. Baccile stated that she did not observe the refueling operation due to the fact that the airplane was refueled

prior to being towed to the front of the ramp, nor did she observe the pilots taking fuel samples from the airplane. She did observe the airplane taxi away from the ramp.

Ms. Baccile further stated that she cannot be absolutely sure, but she believes the Lidle and Stanger families arrived in New York City on Sunday, October 8 (or possibly Monday), and spent three days touring the city.

Ms. Baccile stated that Mr. Lidle and Mr. Stanger did not seem to be in any distress or discomfort prior to the flight. Mr. Lidle stated that he hoped to return with the New York Yankees, but wouldn't find out for several months. Mr. Lidle did not seem stressed about the issue.

Robert J. Gretz

Robert J. Gretz
Air Safety Investigator

Person Interviewed: Phillip Ferante

Certified Flyers

Morristown Municipal Airport

Date of Interview: October 26, 2006, about 1545 EDT

Phillip Ferante was interviewed over the telephone. The following is a summary of information he provided:

Mr. Ferante stated that Cory Lidle predominately hand-flew the airplane, but used the autopilot during cross-country cruise flight.

To clarify his previous telephone interview, Mr. Ferante was aware that Cory Lidle did not have 20 hours of flight experience in Cirrus airplanes. Cory Lidle needed to fly with a "Cirrus Qualified" flight instructor for the first 20 hours. Mr. Ferante was surprised to learn that the accident CFI was not "Cirrus Qualified."

Robert J. Gretz

Person Interviewed: Arnold Leto

Anaheim, CA

Date of Interview: October 31, 2006, about 1600 EST

Arnold Leto was interviewed over the telephone. The following is a summary of information he provided:

Mr. Leto believes Mr. Stanger and his family departed for New York City on Thursday, October 5. Tyler Stanger had never been to New York City prior to the trip, and therefore had not flown the VFR Corridor. In fact, Mr. Stanger was asking Mr. Leto for advice on places to visit in New York City. They briefly discussed flying over the Hudson River and around the Statue of Liberty, but they did not discuss the East River. Mr. Leto had flown the Hudson River many times, but never the East River.

Mr. Leto further stated that Tyler Stanger kept an electronic logbook, in conjunction with his Garmin 396. Mr. Leto is based out of SNA, and Tyler Stanger was based out of POC. Mr. Leto believed that Mr. Stanger was not a Cirrus Certified Instructor, but had experience in Cirrus aircraft.

Robert J. Gretz

Person Interviewed: Anthony Monte

Philadelphia Flight Academy

Cross Keys, NJ

Date of Interview: November 2, 2006, about 1100 EST

Anthony Monte was interviewed over the telephone. The following is a summary of information he provided:

In April 2006, Mr. Monte gave Cory Lidle at "check-out" in a Cessna 172N, as Mr. Lidle wanted to rent airplanes for local flights. The Flight Academy usually uses the Cessna 172SP for initial "check-outs," but it was down for maintenance. Mr. Monte and Mr. Lidle flew in a Cessna 172N first, and then the 172SP on a subsequent flight in May.

In Mr. Monte's opinion, Cory Lidle was an average pilot for someone with approximately 60 hours of experience. He was very conscientious with checklists, radio calls, and clearing turns. The only area for improvement Mr. Monte noticed was that the landings were a little fast and flat.

Robert J. Gretz

Person Interviewed: Kevin Lidle

Lakeland, FL

Date of Interview: November 3, 2006, about 1500 EST

Kevin Lidle was interviewed over the telephone. The following is a summary of information he provided:

Mr. Lidle stated that he spoke to his brother via telephone during the evening prior to the accident. Sometime between 5:00pm and 7:00pm, Cory Lidle was at a restaurant with several friends, which Kevin believes included the Stangers.

Robert J. Gretz

Person Interviewed: Dave Wallace

Clearwater Airpark Clearwater, FL

Date of Interview: November 6, 2006, about 1130 EST

Mr. Wallace was interviewed over the telephone. The following is a summary of information he provided:

Mr. Wallace stated that he provided one lesson for Mr. Lidle during the past "Spring Training." Mr. Lidle had recently received his pilot certificate, and was receiving some instruction on the Garmin G1000 system in a Cessna 172SP. Mr. Lidle performed "average" for a pilot with his experience.

The pilots performed steep turns, stalls, and emergency procedures. They mostly hand-flew the airplane, with some of the lesson dedicated to engaging and disengaging the autopilot.

Robert J. Gretz

Person Interviewed: Todd Persico

Evansville, IN

Date of Interview: November 6, 2006, about 1210 EST

Mr. Persico was on a layover in Evansville, and interviewed over his mobile telephone. The following is a summary of information he provided:

Mr. Persico stated that he flew with Mr. Lidle once during the past "Spring Training." Mr. Lidle came in with his son, and the flight was treated more as a scenic discovery/familiarization flight, rather than a flight lesson.

Mr. Persico was the pilot in command, and did a majority of the flying. Of the flying that Mr. Lidle performed, Mr. Persico categorized it as average/normal for Mr. Lidle's experience. Mr. Persico added that Mr. Lidle seemed to adjust well with the new instrumentation of the Garmin G1000

Robert J. Gretz

Person Interviewed: Robin Howard

Howard Aviation La Verne, CA

Date of Interview: November 13, 2006, about 1500 EST

Robin Howard was interviewed over the telephone. The following is a summary of information he provided:

Mr. Howard knew that Tyler Stanger had provided some flight instruction to a gentleman that purchased a Cirrus SR-22; however, Mr. Howard did not know how much flight time Mr. Stanger had accumulated in Cirrus aircraft.

Robert J. Gretz

Person Interviewed: Nathan Everson

Santa Monica, CA

Date of Interview: November 15, 2006, about 1140 EST

Nathan Everson was interviewed over the telephone. The following is a summary of information he provided:

Mr. Everson flew with Cory Lidle on two occasions, while providing flight instruction in a Cirrus SR-22. During the "Major League All Star Break," Mr. Lidle was in California visiting with his family. Mr. Lidle needed 20 hours of flight time in a Cirrus aircraft for insurance requirements.

Mr. Everson stated that Mr. Lidle was "one of the better pilots" he had flown with, at approximately 80 hours of flight experience, and that Mr. Lidle flew "extremely well."

Mr. Everson couldn't recall if he provided any instruction regarding the auotpilot, beyond turning it on and off. He was currently out of the country and would have to check his logbook.

Robert J. Gretz

Person Interviewed: Jason Paul

San Dimas, CA

Date of Interview: November 15, 2006, about 1150 EST

Jason Paul was interviewed over the telephone. The following is a summary of information he provided:

Mr. Paul was friends with Tyler Stanger, and had flown with him on many occasions. He knew that Mr. Stanger had flown Cirrus aircraft before, but does not know approximately how many hours Mr. Stanger accumulated in Cirrus aircraft.

Mr. Paul further stated that he distinctly remembers that "a few years ago," Mr. Stanger ferried a Cessna 172 from the New York area, and was talking about how he flew it around the Statue of Liberty.

Mr. Stanger had never mentioned flying the East River or Hudson River, just around the Statue of Liberty.

Robert J. Gretz

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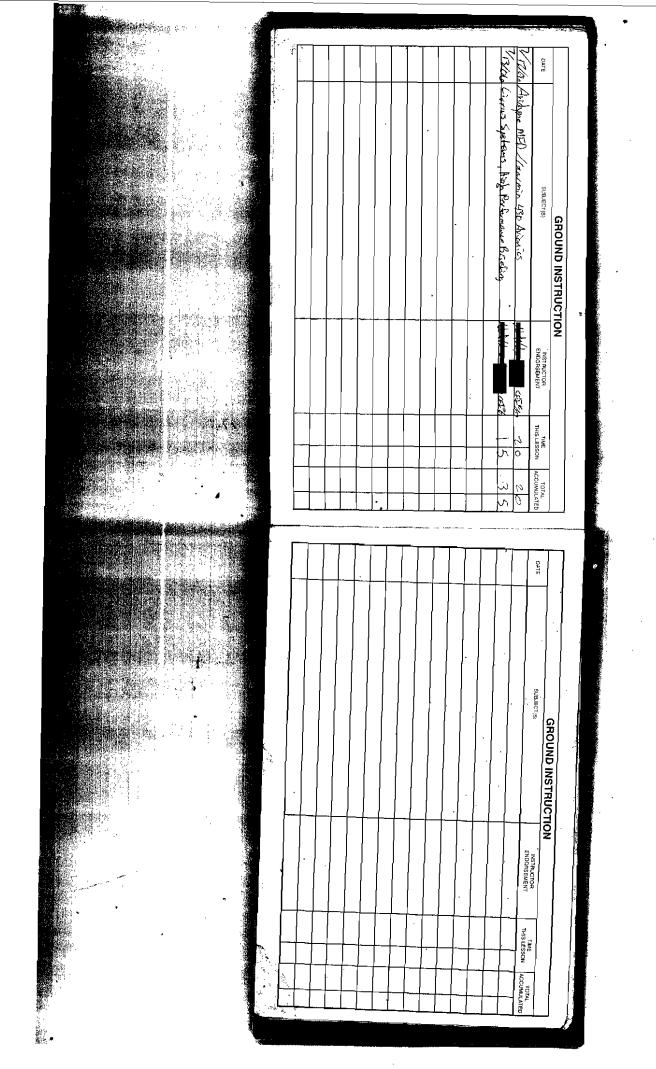
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f 200	Signed Date	Solo (each additional 90-day period); §81.87(n) I have given Last name] the training required by §81.87(n). He/She has met the requirements of §81.87(n)(1) and is proficient to make safe solo flights in a few solo flights are solo flights are \$61.89(a)(8): Limitations — §61.89(a)(8):	Solo (each additional 90-day period): \$61.87(n) I have given Coty Livill Last name the training required by \$61.87(n) (First name Mill. Last name) the training required by \$61.87(n) (First name) of \$61.87(n) (1) and is proficient for make safe solo fights in a CSNA (172.) Limitations — \$61.89(a)(8): Day VER Lond less than 10.K-T \$ U.S.X SAUS Signed Date 1 (1) 22 Jo S Signed Date 1 (1) 22 Jo S Signed Date 1 (1) 22 Jo S	
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solo cross-country flight: §61.93(c)	Each solo cross-country (light: §61.93(d)
given[First name, Mt] ame] the training required by §61 93(c). He/She has met the	After reviewing the cross-country planning of Locy Lidle,
ent to make safe solo cross-country flights in a	preparation is correct, and that he/she is prepared to make the solo light safely under the known circumstances from
and model awdram.	location to DET TRAN Josephanon via <u>Prt.6 - Poc.</u> [route of light] with <u>Anniongs at Dr.6. Ps.7 Tr.M. Inames of applicable almosts in a <u>Caster. 172</u> [make and model aircraft] on 24 1 2 5 Josephanon </u>
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Date	Signed Date 12/13/05 CFI # Expiration 1/10/6
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Each solo cross-country flight: §61,93(d) After reverwing the cross-country planning of First name, Mi, Last name]. lattest that the prelight planning and preparation is correct, and that he/she is prepared to make the solo fight safely under the known cucumstances from [location] to [route of flight] with landings at [destination] via [make and model archaft] on [date]. Limitations — §61.89(a)(8):
Date 11705 Expiration 1708	Signed Date Expiration

			The same of the sa
Signed Date CFI # Expiration	Solo flight in Class B airspace: §61.95(a) I have given [First name, Mi. Last name] the ground and flight training required by §61.95(a), and find him/her proficient to conduct solo flight in the	Signed Date Expiration	solo eross-country flight: §61.93(d) it reviewing the cross-country planning of git name, Mi. Last name]. I attest that the preflight planning and preparation is correct, and that he/she is prepared to make the solo flight safety under the known circumstances from [location] to
Signed Date Expiration	Solo flight to, from, or at an airport located within Class B air-space: §§61.95(b) and 91.131(b)(1) [First name, M. Last name] the ground and light training required by §61.95(b), and find him/her proficent to conduct solo flight operations at Iname of airport].	Signed Date Expidation	Each solo cross-country flight: §61.53(d) After reviewing the cross-country planning of First name. Mi. Last name], I attest that the preflight planning and preparation is correct, and that he/she is prepared to make the solo flight safely under the known circumstances from [location] to

Signed Date CFI # Expiration	Signed 12 July 2006 Signed
PIC — Complex airplane: \$61,31(e) I certify that I have given ground and flight training in a complex airplane to	certify that Cony Libb. Contribute place services of light training in preparation for the gracifical test in a SEL Quisive IX. (Single-engine air place) multiple angle of the light place) multiple angle and the place) multiple angle and the services of the test.
Signed 12010 Date 2/06/06 CFI # 1/2017 Date 2/06/06	Signed Date CFI # Expiration
Private pilot flight proficiency: \$61,107(b) Leatily that I have given Cory Life [First name, MI, Last name] the ground and flight training reas, by \$61,107(b) () [(1) through (6) as appropriate), and find his proficient to perform each area of operation safely as a private para and find the parts is prepared for the required practical test.	Private pilot aeronautical knowledge: §§51.35(a)(1) and 61.105(b) I certify that I have given [First name, MI, Last name] the ground training required by §61.105(b), and that he/she is prepared for the required knowledge test.
ENDORSEMENTS	ENDORS

High performance virplane: \$51.31(f) If that I have given ground and flight training in a high	PIC — Tailwheef airplane: §61.31(i)
This name, for the period of t	number, light terining in at least normal and crosswind takeoffs and landings wheel landings (if appropriate), and go-around procedures in a tatwheel alizabre, and find him/her proficient in the operation of a tatwheel airplane.
Signed Sast Date 1/3/60 CF #_ Expiration 6/67	Signed Date CFI # Expiration
Additional Endorsement I have seen Copy Lidle's postport and yerfield that he is a U.S. citizen.	Additional Endorsement
Date 10 1105 CFI # 11 Expiration 1/12	Signed Date CFI # Expiration

ENDORSEMENTS

Flight Review: §61.56	Flight Review: §61.56
[First name, Mil. Last name], bidder of pilot certificate # [certificate number], has satisfractionly completed the flight review required by §61 56 on [date]	[First name, Mi, Last name], hotidy in pilot certificate #
Signed Date Expiration	Signed Date CFI * Expiration
Flight Review: §61.56	Flight Review: §61.56
of pilot certificate #[First name, Ml. Last name], holder of pilot certificate number], has sahstactority completed the flight review required by \$61.56 on [date]	[First name, MI, Last name], holder of pilot certificate #(certificate number) has satisfactionly completed the flight review required by §51.56 on [date].
Signed Date CFI # Expiration	Signed
Flight Review: §61.56	Flight Review: §61.56
[First name, Mt. Last name], holder of pikot certificate #	or pilot certificate # [First name, Mi, Last name), holder (certificate number), has satisfactionly completed the flight review required by §61.56 on [date].
Signed Date	Signed Date CFI # Expiration

PILOT'S DATA

FAX INFORMATION BACK TO:

I	FYOU KNOW WHICH HOTEL YOU WILL BE STAYING AT, PLEASE ADVISE IN CASE WE NEED TO REACH YOUR ECARDING YOUR SCHEDULE: Hampton Inn
1.	Name of customer Tyler Stanger
	Home address_ Rilato CA 92377
	Company name if applicable
	Certificate #
	Type of FAA certificates/rating held (circle all that apply) Type Ratings
	PVT COMM ATP INST CFI CFIT AMEL ASES AMES
2.	Type of Aircraft: McCillian N# 725JP
	Aircraft serial number and year manufactured 2006 Feb
	Mirage Only Modifications: a. Speed brakes b. STC 4 Blade Prop c. TCM TSIO -550-C Engines d. Other
3.	Total Time in Type 20
4.	TOTAL: Flight time 250 Multi-engine 250 Instrument 600 Turbine 350
	LAST YEAR 400 LAST 90 DAYS 75 LAST 30 DAYS 20
5.	Would you like an Instrument Proficiency check?no
6.	Flight Review (BFR)yesno (In aircraft only)
	WINGS program available in lieu of BFR if all flight training is done in simulator only. Wings program is also available for all training – please bring copy of previous award if you have participated in the past.
7.	Will you need a High Altitude Endorsement?yesno (Meridian only)

Center of Gravity Limits

The charts below depict the airplane center-of-gravity envelope in terms of inches aft of the reference datum and as a percentage of the Mean Aerodynamic Cord (MAC). The relationship between the two is detailed in the weighing instructions.

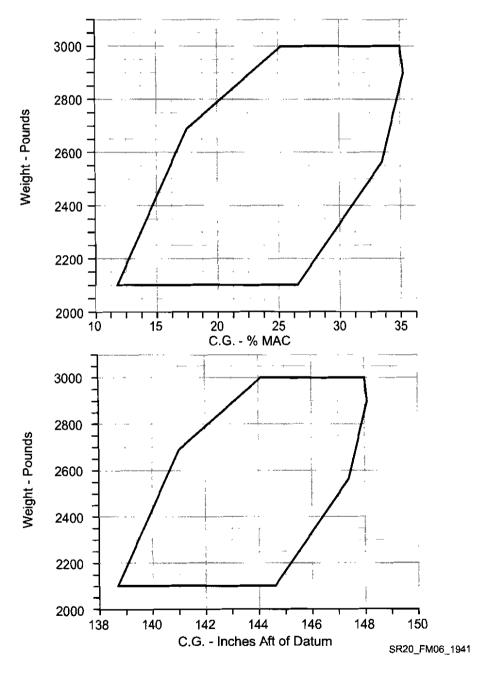


Figure 6-6
Center of Gravity Limits

Weight & Balance Loading Form

Serial Num:	Date:	
Reg. Num:	Initials:	

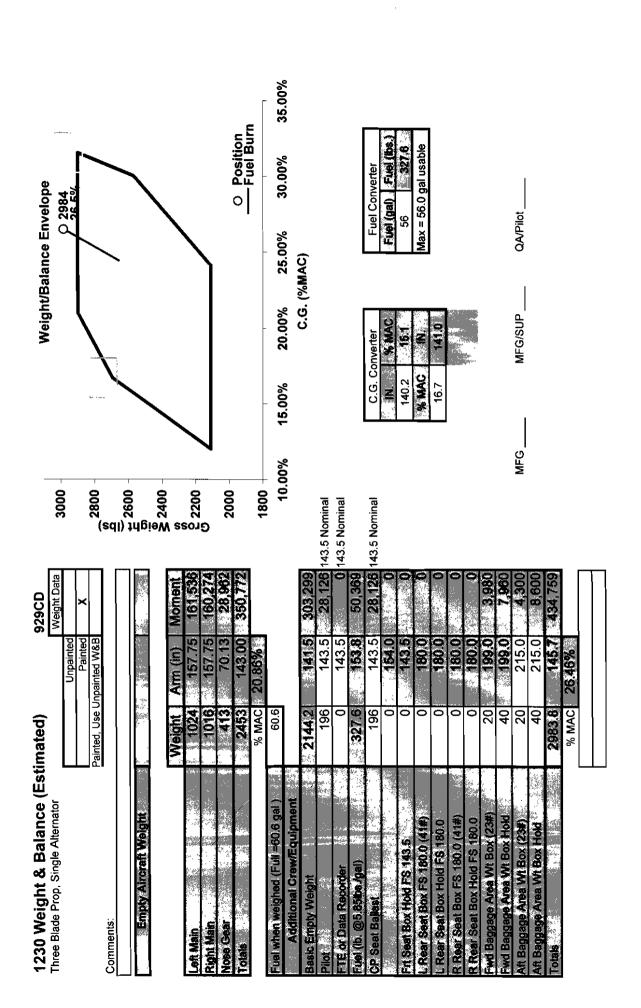
Item	Description	Weight LB	Moment/ 1000
1.	Basic Empty Weight Includes unusable fuel & full oil		
2.	Front Seat Occupants Pilot & Passenger (total)		
3.	Rear Seat Occupants	_	_
4.	Baggage Area 130 lb maximum		
5.	Zero Fuel Condition Weight Sub total item 1 thru 4		
6.	Fuel Loading 56 Gallon @ 6.0 lb/gal. Maximum		
7.	Ramp Condition Weight Sub total item 5 and 6		
8.	Fuel for start, taxi, and runup Normally 6 lb at average moment of 922.8	-	-
9.	Takeoff Condition Weight Subtract item 8 from item 7		

Note

The Takeoff Condition Weight must not exceed 3000 lb. **All weights above 2900 lb must consist of fuel.**

The Takeoff Condition Moment must be within the Minimum Moment to Maximum Moment range at the Takeoff Condition Weight. (Refer to Figure 6-9, Moment Limits).

Figure 6-7
Weight and Balance Loading Form



Section 5 Performance Data

Circus Dealga 8R20

Stall Speeds

Conditions:	Example:
- Weight 3000 LB	Flegs
• C.G. Noted	Bank Anglessmosemannes a.m. 15"
· Powerkle	
Bank Angla Noted	Stall Speed 68 KIAS 68 KCAS

+ Note +

- Altitude loss during wings level stall may be 250 feet or more.
- KAAS values may not be accurate at stall.

Weight	Bank Angle	STALL SPEEDS							
		Flaps 0% Full Up		Fisps 50%		Flaps 100% Full Down			
1.18	Deg	KIAS	KCAB	KIAS	KCAS	KIAS	KCAS		
	ø	65	6 7	61	- 8 3	54	- 59		
3800	15	66	68	62	54	57	60		
Most FWD	30	70	72	65	68	Ġ 1	63		
C.G.	45	78	50	72	75	67	70		
	60	92	95	郎	3 9	BO	83		
■ 9 (75°, 40° ²	D	64	66	\$8	62	54	57		
3000	15	劫	67	5D	63	55	58		
Most	30	59	71	51	66	58	81		
AFT C.G.	45	76	78	71	73	84	68		
	60	90	93	84	当	76	\$ 1		

Truck Diff. P	ress.		ISS	UES AI	ND DEFUELS	3	Issue Date:	106
Truck Number Product		Standard Inventory			Grade:			
A/C Reg. #	TYPE A/C	ISSUES	DEFUELS	BALANCE	FRONT	REAR	ORDER#	INITIALS
Treed	dow	n ->	565	435	s E324799	S E		4,104.20
333H£	64 316	30		405	s E324187 9	S	233430	AV
M3BS	PA-S B	20		385	s E324849	s E	233431	AN
(CMR6	PATI	15		370	s E324864	S E	7333	OB
227 7 T	0172	10		360	s = 324874	S E	233463	12
92900	5R 27-	25		3 35	s E324899	\$ E	273454	OL
					S E	S E		
					S	s		
					8	s		
					S S	S S		
					S	S S		<u>'</u>
					<u>s</u>	s s		
	SUES AND UELS	100	565		II	E OTAL HANDLED ES LESS DEFUELS	S)2	665
	DEFUELS) 1		<u>. </u>	665	TRUCK METER	FRONT	REAR	TOTAL
 ===	FUEL FAR	M METERS			END	324 899		, , , , , , , , ,
END	5 13		<u> </u>		START	324799		
START	512	606			DIFF.	100		100
TOTAL		668		668		<u> </u>		
LOSS		3	VARIATION			565		
GAIN				1		10		10)
FUEL FARM DIFF, PRESS.	PRIS UNIT	PRIST UNIT FILLED			TURN IN DATE:	DM L	BALANCED BY:	

N929CD CIRRUS

TEB233454

1 HNGR STR

top off	والمرابع والمشاخل المستقد المستقد		**************************************	مبت ہے۔ جینیا کے ہے۔
Front Malan Start	2 4	87	79.W	Ind.
Redn Haram Ellant			_	19 DL
Ream Rat or End				{ ` }
				
10/11/2006	12:30:05	PM dute	/ Lime	print ad

USWX: Weather Page 1 of 1

New York City, NY

Show me the last 0910 observations for KNYC

Get Obs

Decoded

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METAR KNYC 110751Z AUTO VRB03KT 10SM OVC016 15/11 A3002 RMK A02 SLP155 T01500111 TSNO $
METAR KNYC 110851Z AUTO VRB06KT 10SM OVC016 15/12 A3001 RMK A02 SLP153 T01500117 58006 TSNO $
METAR KNYC 110951Z AUTO VRB04KT 10SM OVC016 16/12 A3002 RMK A02 SLP156 T01560117 TSNO $
METAR KNYC 111051Z AUTO 09007G15KT 10SM OVC016 15/12 A3002 RMK AO2 SLP156 T01500117 TSNO $
METAR KNYC 111151Z AUTO VRB03KT 10SM OVC016 16/12 A3002 RMK AO2 SLP157 T01560117 10161 20150 51004 TSNO $
METAR KNYC 111251Z AUTO VRB05KT 9SM OVC018 16/11 A3002 RMK AO2 SLP156 T01560111 TSNO
METAR KNYC 111351Z AUTO 11007G15KT 8SM OVC016 16/12 A3001 RMK AO2 SLP152 T01560117 TSNO
METAR KNYC 111451Z AUTO 09009KT 050V120 7SM OVC016 16/12 A2998 RMK AO2 SLP144 T01610122 58013 TSNO
METAR KNYC 111551Z AUTO 09005KT 9SM OVC016 16/12 A2998 RMK AO2 SLP142 T01610122 TSNO
METAR KNYC 111651Z AUTO 10006KT 7SM OVC016 17/13 A2996 RMK AO2 SLP137 T01670128 TSNO
METAR KNYC 1117512 AUTO VRB04KT 7SM OVC016 17/13 A2994 RMK AO2 SLP128 T01720128 10172 20156 58017 TSNO
METAR KNYC 111851Z AUTO 06006KT 7SM OVC018 17/13 A2990 RMK AO2 SLP117 T01720133 TSNO
METAR KNYC 111951Z AUTO 06008G14KT 6SM -RA OVC016 17/14 A2989 RMK A02 RAB44 SLP112 P0000 T01670139 TSNO
SPECI KNYC 112016Z AUTO VRB04KT 2 1/2SM ~RA BR OVC016 16/14 A2988 RMK A02 P0003 TSNO
SPECI KNYC 112038Z AUTO 06005KT 1 1/2SM RA BR OVC016 16/14 A2987 RMK AO2 P0006 TSNO
SPECI KNYC 112048Z AUTO 07004KT 1SM -RA BR OVC013 16/14 A2988 RMK AO2 P0009 TSNO
METAR KNYC 112051Z AUTO 06006KT 1SM -RA BR BKN011 OVC016 16/14 A2987 RMK A02 SLP107 P0009 60009 T01560144 5601
SPECI KNYC 112106Z AUTO 07008KT 3/4SM +RA BR OVC009 16/14 A2988 RMK A02 CIG 006V014 P0008 TSNO
SPECI KNYC 112134Z AUTO 06007KT 1SM RA BR BKN007 OVC013 15/14 A2985 RMK A02 P0030 TSN0
METAR KNYC 112151Z AUTO 06007KT 3/4SM +RA BR BKN007 OVC011 15/14 A2985 RMK AO2 CIG 006V010 SLP100 P0034 T01500
SPECI KNYC 112209Z AUTO 07007KT 2SM -RA BR BKN007 BKN013 OVC043 15/14 A2985 RMK AO2 CIG 005V010 P0011 TSN0
METAR KNYC 112251Z AUTO 07010G14KT 1 1/2SM +RA BR OVC007 16/14 A2982 RMK AO2 SLP090 P0018 T01560144 TSNO
SPECI KNYC 112316Z AUTO 07007KT 040V110 2 1/2SM -RA BR 0VC007 16/14 A2981 RMK A02 CIG 005V011 P0011 TSNO
SPECI KNYC 112334Z AUTO 06007G14KT 030V110 4SM -RA BR OVC007 16/15 A2980 RMK A02 P0013 TSNO
METAR KNYC 112351Z AUTO 05009G19KT 3SM -RA BR OVC007 15/14 A2980 RMK AO2 SLP082 P0013 60074 T01500144 10172 20
SPECI KNYC 112359Z AUTO 05010G16KT 290V090 1 3/4SM +RA BR OVC007 15/14 A2979 RMK A02 F0004 TSNO
SPECI KNYC 120015Z AUTO 06009G18KT 3SM -RA BR OVC007 15/14 A2979 RMK A02 P0009 TSNO
```

THESE RECORDS MAY BE RELEASABLE UNDER THE FOIA REQUEST 15 DAYS AFTER SIGNATURE DATE UNLESS WE HEAR OTHERWISE FROM FAA NTSB COUNSEL



Mike Monroney Aeronautical Center PO Box 25082 Oklahoma City, Oklahoma 73125

Monday, October 23, 2006

National Transportation Safety Board 2001 Route 46, Suite 504

Parsippany, NJ 07054

ACCIDENT# 0240

INDIVIDUAL#: 001 NAME: LIDLE, CORY F.

MODE: AVIATION

DATE OF ACCIDENT

10/11/2006

DATE RECEIVED 10/17/2006

PUTREFACTION: No

N# 929CD

NTSB# DCA07MA003

CAMI REF# 200600240001

Date: 2006.10.23 14:23:00 -05'00'

LOCATION OF ACCIDENT

MANHATTAN, NY

SPECIMENS

Bile, Blood, Brain, Gastric, Heart, Kidney, Liver, Lung, Muscle, Spleen

FINAL FORENSIC TOXICOLOGY FATAL ACCIDENT REPORT

CARBON MONOXIDE: The carboxyhemoglobin (COHb) saturation is determined by spectrophotometry with a 10% cut off and confirmed by chromatography.

>> NO CARBON MONOXIDE detected in Blood

CYANIDE: The presence of cyanide is screened by Conway Diffusion. Positive cyanides are quantitated by spectrophotometry and confirmed by chromatography. The limit of quantitation of cyanide is 0.25 ug/mL. Normal blood cyanide concentrations are less than 0.15 ug/mL, while lethal concentrations are greater than 3 ug/mL.

>> NO CYANIDE detected in Blood

VOLATILES: The volatile concentrations are determined by headspace gas chromatography at a cut off of 10 mg/dL. Where possible, positive ethanol values are confirmed by Radiative Energy Attenuation.

>> NO ETHANOL detected in Blood

DRUGS: Immunoassay and chromatography are used to screen for legal and illegal drugs which include: amphetamine (0.010), opiates (0.010), marihuana (0.001), cocaine (0.020), phencyclidine (0.002), benzodiazepines (0.030), barbiturates (0.060), antidepressants (0.100), antihistamines (0.020), meprobamate (0.100), methagualone (0.100), and nicotine (0.050). The values in () are the threshold values in ug/mL used to report positive results. Values below this concentration are normally reported as not detected. GC/Mass Spec, HPLC/Mass Spec, or GC/FTIR, is used to confirm most positive results.

>> NO DRUGS LISTED ABOVE DETECTED in Blood

Russell Lewis, Ph.D. TC, FAA, Forensic Toxicology

Research Team CAMI

THESE RECORDS MAY BE RELEASABLE UNDER THE FOIA REQUEST 15 DAYS AFTER SIGNATURE DATE UNLESS WE HEAR OTHERWISE FROM FAA NTSB COUNSEL



Mike Monroney Aeronautical Center P O Box 25082 Oklahoma City, Oklahoma 73125

Tuesday, October 31, 2006

National Transportation Safety Board 2001 Route 46, Suite 504

Parsippany, NJ 07054

ACCIDENT # 0240 INDIVIDUA

INDIVIDUAL#: 002 NAME: STANGER, TYLER C.

MODE: AVIATION

PUTREFACTION: No

Date: 2006.10.31 13:25:43 -06'00'

DATE OF ACCIDENT 10/11/2006

N# 929CD NTSB# DCA07MA003

CAMI REF # 200600240002

... 02002

LOCATION OF ACCIDENT MANHATTAN, NY

SPECIMENS Bile, Blood, Brain, Gastric, Heart, Kidney, Liver, Lung, Muscle, Spleen, Vitreous

FINAL FORENSIC TOXICOLOGY FATAL ACCIDENT REPORT

DATE RECEIVED 10/17/2006

CARBON MONOXIDE: The carboxyhemoglobin (COHb) saturation is determined by spectrophotometry with a 10% cut off and confirmed by chromatography.

>> NO CARBON MONOXIDE detected in Blood

CYANIDE: The presence of cyanide is screened by Conway Diffusion. Positive cyanides are quantitated by spectrophotometry and confirmed by chromatography. The limit of quantitation of cyanide is 0.25 ug/mL. Normal blood cyanide concentrations are less than 0.15 ug/mL, while lethal concentrations are greater than 3 ug/mL.

>> NO CYANIDE detected in Blood

VOLATILES: The volatile concentrations are determined by headspace gas chromatography at a cut off of 10 mg/dL. Where possible, positive ethanol values are confirmed by Radiative Energy Attenuation.

- >> NO ETHANOL detected in Muscle
- >> NO ETHANOL detected in Brain

DRUGS: Immunoassay and chromatography are used to screen for legal and illegal drugs which include: amphetamine (0.010), opiates (0.010), marihuana (0.001), cocaine (0.020), phencyclidine (0.002), benzodiazepines (0.030), barbiturates (0.060), antidepressants (0.100), antihistamines (0.020), meprobamate (0.100), methaqualone (0.100), and nicotine (0.050). The values in () are the threshold values in ug/mL used to report positive results. Values below this concentration are normally reported as not detected. GC/Mass Spec, HPLC/Mass Spec, or GC/FTIR, is used to confirm most positive results.

>> NO DRUGS LISTED ABOVE DETECTED in Liver

Russell Lewis, Ph.D.

TC, FAA, Forensic Toxicology

Research Team CAMI