

Operational Factors Factual Report

ATTACHMENTS

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SUMMARY OF INTERVIEW

Person Interviewed: Joe Fazio
Atlantic Aviation
Teterboro, NJ

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

Joe Fazio 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.



Robert J. Gretz
Air Safety Investigator

SUMMARY OF INTERVIEW

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
Air Safety Investigator

SUMMARY OF INTERVIEW


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
Air Safety Investigator

SUMMARY OF INTERVIEW

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
Air Safety Investigator

SUMMARY OF INTERVIEW

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
Air Safety Investigator

SUMMARY OF INTERVIEW

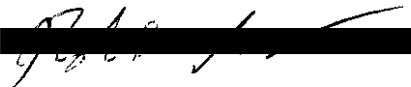
Person Interviewed: Phillip Ferante
Certified Flyers
Morristown Municipal Airport

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
Air Safety Investigator

SUMMARY OF INTERVIEW


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
Air Safety Investigator

SUMMARY OF INTERVIEW

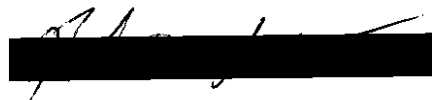
Person Interviewed: Anthony Monte
Philadelphia Flight Academy
Cross Keys, NJ

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
Air Safety Investigator

SUMMARY OF INTERVIEW

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
Air Safety Investigator

SUMMARY OF INTERVIEW

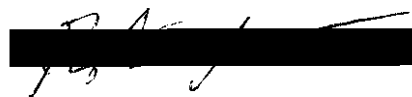
Person Interviewed: Dave Wallace
Clearwater Airpark
Clearwater, FL

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
Air Safety Investigator

SUMMARY OF INTERVIEW

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
Air Safety Investigator

SUMMARY OF INTERVIEW

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
Air Safety Investigator

SUMMARY OF INTERVIEW

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 autopilot, beyond turning it on and off. He was currently out of the country and would have to check his logbook.



Robert J. Gretz
Air Safety Investigator

SUMMARY OF INTERVIEW

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
Air Safety Investigator

DATE	AIRCRAFT TYPE	AIRCRAFT IDENT	ROUTE OF FLIGHT		INST APP	REMARKS AND ENDORSEMENTS	MF T/C	NA L/G	AIRCRAFT CATEGORY		
			FROM	TO					SINGLE ENGINE (LAND)	MULTI ENGINE (LAND)	
1/19	"	"	ROC - CMAK	EMT - ROC				3	3	2	3
1/20	"	"	ROC	ROC				1	1	1	0
1/21	"	"	ROC - EMT	ROC				2	2	1	0
1/22	"	"	ROC - SBD	CNO - ROC				3	3	1	2
1/31	"	"	ROC - OXR	EMT - ROC				3	3	2	1
1/3	"	"	ROC - SBD	ROC				2	2	8	8
1/3	"	"	ROC	ROC				1	1	4	4
1/6	"	"	ROC - Pradise	ROC				10	10	1	5
1/7	"	"	ROC - ROC	ROC				7	7	1	2
1/7	"	"	ROC	ROC				1	1	9	9
1/4	"	"	ROC	ROC				6	6	8	8
1/19	"	"	ROC	ROC				2	2	0	5
1/1	"	"	ROC	ROC				1	1	9	9

I certify that the entries in this log are true,

PILOT SIGNATURE: [Signature]

AND CLASS	CONDITIONS OF FLIGHT				TYPE OF PILOTING TIME				TOTAL DURATION OF FLIGHT		
	FLIGHT	ACTUAL INSTRUMENT	SIMULATED INSTRUMENT (WOOD)	FLIGHT SIMULATOR	CROSS COUNTRY	AS INSTRUCTED	DUAL RECEIVED	PILOTING COM. SOLID			
	1	2	1	4	4	4	5	10	1	14	6
	5	4	1	9	14	7	34	8	11	43	8
	6	3	3	3	19	1	39	3	21	58	4

ENDORSEMENTS

<p>Presolo aeronautical knowledge: §61.87(b)</p> <p>I have given <u>Cory Lille</u> [First name, MI, Last name] has satisfactorily completed a presolo written examination demonstrating knowledge of the portions of Parts 61 and 91 applicable to student pilots, the airspace rules and procedures for <u>KEPC</u> <u>Rockwell Lycoming</u> frame of airport where the solo flight will be performed, and the flight characteristics and operational limitations for a <u>Cessna 172</u> [make and model aircraft].</p> <p>Signed <u>[Signature]</u> Date <u>11/22/05</u> CFI # <u>[Redacted]</u> Expiration <u>1/06</u></p> <p>Presolo flight training at night: §61.87(c) and (m)</p> <p>I have given <u>Cory Lille</u> [First name, MI, Last name] the flight training required by §61.87(c) and (m) in a <u>Cessna 172</u> [make and model aircraft]. He/She has demonstrated proficiency in the applicable maneuvers and procedures listed in §61.87(d) through (k), as appropriate, and §61.87(m) and is proficient to make safe solo flights at night in a <u>Cessna 172</u> [make and model aircraft].</p> <p>Limitations — §61.89(a)(8) <u>VFR</u></p> <p>Signed <u>[Signature]</u> Date <u>11/10/06</u> CFI # <u>[Redacted]</u> Expiration <u>1/06</u></p>	<p>Presolo flight training: §61.87(c)</p> <p>I have given <u>Cory Lille</u> [First name, MI, Last name] the flight training required by §61.87(c) in a <u>Cessna 172</u> [make and model aircraft]. He/She has demonstrated proficiency in the applicable maneuvers and procedures listed in §61.87(d) through (k), as appropriate, and is proficient to make safe solo flights in a <u>Cessna 172</u> [make and model aircraft].</p> <p>Limitations — §61.89(a)(8) <u>Day VFR, X-Cond less than 10 knots, max 5 miles</u></p> <p>Signed <u>[Signature]</u> Date <u>11/22/05</u> CFI # <u>[Redacted]</u> Expiration <u>1/06</u></p> <p>Presolo flight training at night: §61.87(c) and (m)</p> <p>I have given <u>[Redacted]</u> [First name, MI, Last name] the flight training required by §61.87(c) and (m) in a <u>[Redacted]</u> [make and model aircraft]. He/She has demonstrated proficiency in the applicable maneuvers and procedures listed in §61.87(d) through (k), as appropriate, and §61.87(m) and is proficient to make safe solo flights at night in a <u>[Redacted]</u> [make and model aircraft].</p> <p>Limitations — §61.89(a)(8)</p> <p>Signed <u>[Signature]</u> Date <u>[Redacted]</u> CFI # <u>[Redacted]</u> Expiration <u>[Redacted]</u></p>
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ENDORSEMENTS

<p>Solo (each additional 90-day period): §61.87(n)</p> <p>I have given <u>Cory Lille</u> [First name, MI, Last name] the training required by §61.87(n). He/She has met the requirements of §61.87(n)(1) and is proficient to make solo flights in a <u>Cessna 172</u> [make and model aircraft].</p> <p>Limitations — §61.89(a)(9) <u>Day VFR, Cond less than 10 knots, max 5 miles</u></p> <p>Signed <u>[Signature]</u> Date <u>11/22/05</u> CFI # <u>[Redacted]</u> Expiration <u>1/06</u></p> <p>Solo (each additional 90-day period): §61.87(n)</p> <p>I have given <u>[Redacted]</u> [First name, MI, Last name] the training required by §61.87(n). He/She has met the requirements of §61.87(n)(1) and is proficient to make safe solo flights in a <u>[Redacted]</u> [make and model aircraft].</p> <p>Limitations — §61.89(a)(9)</p> <p>Signed <u>[Signature]</u> Date <u>[Redacted]</u> CFI # <u>[Redacted]</u> Expiration <u>[Redacted]</u></p>	<p>Solo (each additional 90-day period): §61.87(n)</p> <p>I have given <u>Cory Lille</u> [First name, MI, Last name] the training required by §61.87(n). He/She has met the requirements of §61.87(n)(1) and is proficient to make solo flights in a <u>Cessna 172</u> [make and model aircraft].</p> <p>Limitations — §61.89(a)(9) <u>VFR</u></p> <p>Signed <u>[Signature]</u> Date <u>11/21/06</u> CFI # <u>[Redacted]</u> Expiration <u>1/06</u></p> <p>Solo (each additional 90-day period): §61.87(n)</p> <p>I have given <u>[Redacted]</u> [First name, MI, Last name] the training required by §61.87(n). He/She has met the requirements of §61.87(n)(1) and is proficient to make safe solo flights in a <u>[Redacted]</u> [make and model aircraft].</p> <p>Limitations — §61.89(a)(9)</p> <p>Signed <u>[Signature]</u> Date <u>[Redacted]</u> CFI # <u>[Redacted]</u> Expiration <u>[Redacted]</u></p>
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ENDORSEMENTS

<p>Solo cross-country flight: §61.93(d)</p> <p>After reviewing the cross-country planning of _____ (First name, M.I. 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 _____ (destination) via _____ (route of flight) with landings at _____ (names of applicable airports) in a _____ (make and model aircraft) on _____ (date). Limitations — §61.89(a)(8) _____</p> <p>Signed _____ Date _____ CFI # _____ Expiration _____</p>	<p>Each solo cross-country flight: §61.93(d)</p> <p>After reviewing the cross-country planning of _____ (First name, M.I. 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 _____ (destination) via _____ (route of flight) with landings at _____ (names of applicable airports) in a _____ (make and model aircraft) on _____ (date). Limitations — §61.89(a)(8) _____</p> <p>Signed _____ Date _____ CFI # _____ Expiration _____</p>
<p>Solo flight in Class B airspace: §61.95(a)</p> <p>I have given _____ (First name, M.I. Last name) the ground and flight training required by §61.95(a), and find him/her proficient to conduct solo flight in the _____ (name of Class B airspace).</p> <p>Signed _____ Date _____ CFI # _____ Expiration _____</p>	<p>Solo flight to, from, or at an airport located within Class B airspace: §§61.95(b) and 91.131(b)(1)</p> <p>I have given _____ (First name, M.I. Last name) the ground and flight training required by §61.95(b), and find him/her proficient to conduct solo flight operations at _____ (name of airport).</p> <p>Signed _____ Date _____ CFI # _____ Expiration _____</p>

ENDORSEMENTS

<p>Private pilot aeronautical knowledge: §§61.35(a)(1) and 61.105(b)</p> <p>I certify that I have given _____ (First name, M.I. Last name) the ground training required by §61.105(b), and that he/she is prepared for the required knowledge test.</p> <p>Signed _____ Date _____ CFI # _____ Expiration _____</p>	<p>Private pilot flight proficiency: §61.107(b)</p> <p>I certify that I have given _____ (First name, M.I. Last name), holder of pilot certificate # _____ (certificate number), and find him/her proficient in the operation and systems of a complex airplane.</p> <p>Signed _____ Date _____ CFI # _____ Expiration _____</p>
<p>Private pilot aeronautical experience: §61.109</p> <p>I certify that _____ (First name, M.I. Last name) has received _____ hours of flight training in preparation for the practical test in a _____ (single-engine airplane / multiengine airplane / helicopter / gyroplane / glider / airship / balloon) within 90 days preceding the date of the test.</p> <p>Signed _____ Date _____ CFI # _____ Expiration _____</p>	<p>PIC — Complex airplane: §61.131(e)</p> <p>I certify that I have given ground and flight training in a complex airplane to _____ (First name, M.I. Last name), holder of pilot certificate # _____ (certificate number), and find him/her proficient in the operation and systems of a complex airplane.</p> <p>Signed _____ Date _____ CFI # _____ Expiration _____</p>

ENDORSEMENTS

High performance airplane: §61.31(f)

I have given ground and flight training in a high performance airplane to Cory E Liddle [First name, last name], holder of pilot certificate # (certificate number), and go-around procedures in a (tailwheel) airplane, and find (pilot) proficient in the operation of a high performance airplane.

Signed [Signature] Date 7/2/05
CFI # Expiration 6/30/09

Additional Endorsement
I have seen Cory E Liddle's passport

U.S. citizen.

Signed [Signature] Date 10/11/05
CFI # Expiration 1/1/06

PGC - Tailwheel airplane: §61.31(f)

I have given [First name, M, Last name], holder of pilot certificate # (certificate number), flight training in at least (normal and crosswind takeoffs and landings, wheel landings (if appropriate), and go-around procedures in a (tailwheel) airplane, and find (pilot) proficient in the operation of a tailwheel airplane.

Signed Date
CFI # Expiration

Additional Endorsement

Signed Date
CFI # Expiration

ENDORSEMENTS

Flight Review: §61.56

[First name, M, Last name], holder of pilot certificate # (certificate number), has satisfactorily completed the flight review required by §61.56 on [date].

Signed Date
CFI # Expiration

Flight Review: §61.56

[First name, M, Last name], holder of pilot certificate # (certificate number), has satisfactorily completed the flight review required by §61.56 on [date].

Signed Date
CFI # Expiration

Flight Review: §61.56

[First name, M, Last name], holder of pilot certificate # (certificate number), has satisfactorily completed the flight review required by §61.56 on [date].

Signed Date
CFI # Expiration

Flight Review: §61.56

[First name, M, Last name], holder of pilot certificate # (certificate number), has satisfactorily completed the flight review required by §61.56 on [date].

Signed Date
CFI # Expiration

Flight Review: §61.56

[First name, M, Last name], holder of pilot certificate # (certificate number), has satisfactorily completed the flight review required by §61.56 on [date].

Signed Date
CFI # Expiration

Flight Review: §61.56

[First name, M, Last name], holder of pilot certificate # (certificate number), has satisfactorily completed the flight review required by §61.56 on [date].

Signed Date
CFI # Expiration

PILOT'S DATA

FAX INFORMATION BACK TO: [REDACTED]

IF YOU KNOW WHICH HOTEL YOU WILL BE STAYING AT, PLEASE ADVISE IN CASE WE NEED TO REACH YOU REGARDING YOUR SCHEDULE:

Hampton Inn [REDACTED]

1. Name of customer Tyler Stanger

Home address [REDACTED] Rialto, CA 92377

Company name if applicable _____

Certificate # [REDACTED]

Type of FAA certificates/rating held (circle all that apply) Type Ratings _____

PVT COMM ATP INST CFI CFII AMEL ASES AMES

2. Type of Aircraft: Meridian 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 ~~2000~~ 20

4. TOTAL: Flight time 2500 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? yes no

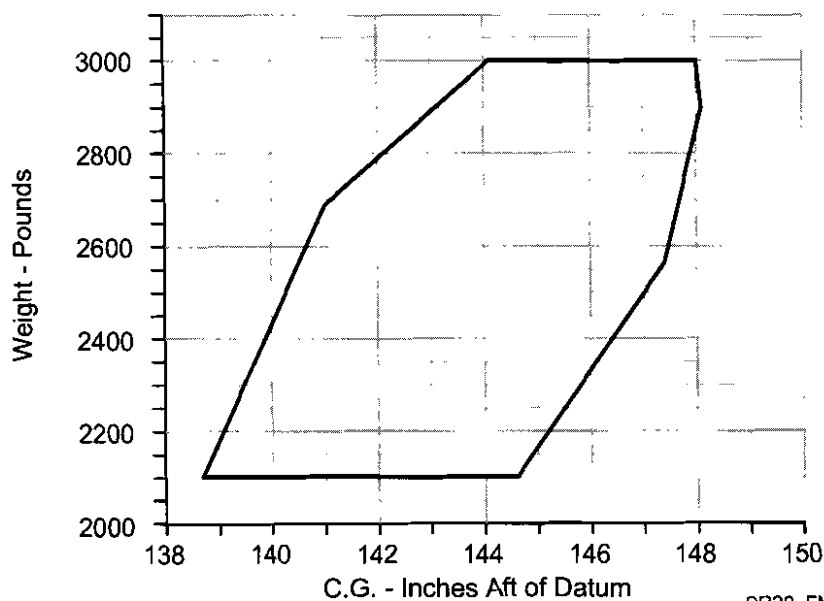
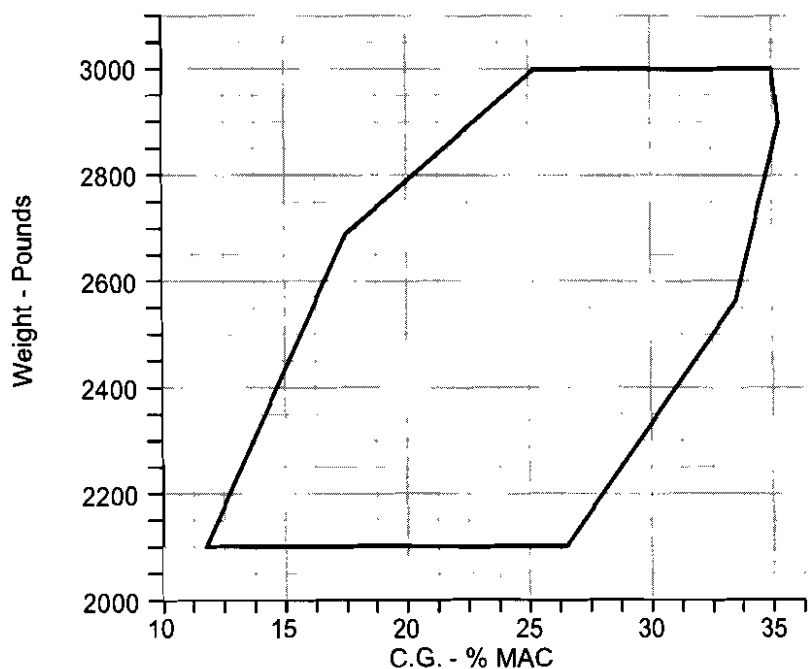
6. Flight Review (BFR) _____yes _____no (In aircraft only)

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? _____yes no
(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.



SR20_FM06_1941

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

• 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

1230 Weight & Balance (Estimated)

Three Blade Prop, Single Alternator

929CD

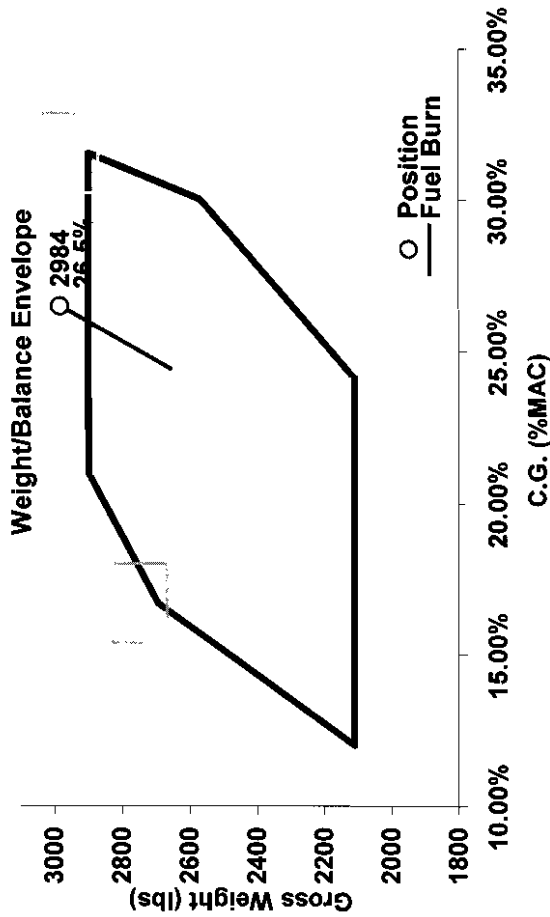
Unpainted	Weight Data
Painted	X
Painted, Use Unpainted W&B	

Comments:

Empty Aircraft Weight	
-----------------------	--

	Weight	Arm (in)	Moment
Left Main	1024	157.75	161,536
Right Main	1016	157.75	160,274
Nose Gear	413	70.13	28,962
Totals	2453	143.00	350,772
	% MAC	20.86%	

	Weight	Arm (in)	Moment
Fuel when weighed (Full = 60.6 gal)	60.6		
Additional Crew/Equipment			
Basic Empty Weight	2144.2	141.5	303,299
Pilot	196	143.5	28,126
ITE or Data Recorder	0	143.5	0
Fuel (lb. @ 5.85 lbs/gal)	327.6	153.8	50,369
CP Seat Ballast	196	143.5	28,125
	0	154.0	0
FR Seat Box Hold FS 143.5	0	143.5	0
L Rear Seat Box FS 180.0 (41#)	0	180.0	0
L Rear Seat Box Hold FS 180.0	0	180.0	0
R Rear Seat Box FS 180.0 (41#)	0	180.0	0
R Rear Seat Box Hold FS 180.0	0	180.0	0
Fwd Baggage Area Wt Box (23#)	20	199.0	3,980
Fwd Baggage Area Wt Box Hold	40	199.0	7,960
Aft Baggage Area Wt Box (23#)	20	215.0	4,300
Aft Baggage Area Wt Box Hold	40	215.0	8,600
Totals	2983.8	145.7	434,759
	% MAC	26.46%	



C.G. Converter	
IN	% MAC
140.2	15.1
% MAC	IN
16.7	141.0

Fuel Converter	
Fuel (gal)	Fuel (lbs.)
56	327.6
Max = 56.0 gal usable	

MFG _____ MFG/SUP _____ QA/Pilot _____

Section 5
Performance Data

Cirrus Design
SR20

Stall Speeds

Conditions:

- Weight 3000 LB
- C.G. Noted
- Power Idle
- Bank Angle Noted

Example:

- Flaps Up (0%)
- Bank Angle 15°
- Stall Speed 68 KIAS | 68 KCAS

*** Note ***

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

Weight LB	Bank Angle Deg	STALL SPEEDS					
		Flaps 0% Full Up		Flaps 50%		Flaps 100% Full Down	
		KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
3000 Most FWD C.G.	0	65	67	61	63	58	59
	15	66	68	62	64	57	60
	30	70	72	65	68	61	63
	45	78	80	72	75	67	70
	60	82	86	85	89	80	83
3000 Most AFT C.G.	0	64	66	59	62	54	57
	15	65	67	60	63	55	58
	30	69	71	64	66	58	61
	45	76	78	71	73	64	68
	60	80	83	84	87	76	81

Figure 5-7

Truck Diff. Press.		ISSUES AND DEFUELS						Issue Date:	
Truck Number		Product		Standard Inventory		Grade:			
19		Tex		1000		10/10/06			
A/C Reg. #	TYPE A/C	ISSUES	DEFUELS	BALANCE	FRONT	REAR	ORDER #	INITIALS	
	Truck down →		565	435	S E 324799	S E			
333HF	PA31P	30		405	S E 324829	S E	233430	AN	
143BS	PA-2B	20		385	S E 324849	S E	233431	AN	
CGM26	PA31	15		370	S E 324864	S E	233396	BB	
2277T	C172	10		360	S E 324874	S E	233463	RZ	
929CO	SR22	25		335	S E 324899	S E	273454	DL	
					S E	S E			
					S E	S E			
					S E	S E			
					S E	S E			
					S E	S E			
					S E	S E			
					S E	S E			
					S E	S E			
					S E	S E			
TOTAL ISSUES AND DEFUELS		100	565		TOTAL HANDLED (ISSUES LESS DEFUELS)2			665	
(ISSUES LESS DEFUELS) 1				665	TRUCK METER	FRONT	REAR	TOTAL	
FUEL FARM METERS					END	324899			
END	513274				START	324799			
START	512606				DIFF.	100		100	
TOTAL	668			668	VARIATION			565	
LOSS				3					
GAIN									
FUEL FARM DIFF. PRESS.	PRIS UNIT CHECKED	PRIST UNIT FILLED			TURN IN DATE:	UNIT FILLED BY:	BALANCED BY:		
					10/11	DML			

N929CD
CIRRUS

TEB233454

1 HNGR STR

top off

	3	2	4	8	7	4		
Front Meter Start	3	2	4	8	9	9		
Front Meter End					2	5		
Back Meter Start								
Back Meter End								
							19	DL

10/11/2006 12:30:05 PM date/time printed

New York City, NY

Show me the last 0910 observations for KNYC

Decoded

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METAR KNYC 110751Z AUTO VRB03KT 10SM OVC016 15/11 A3002 RMK AO2 SLP155 T01500111 TSNO $
METAR KNYC 110851Z AUTO VRB06KT 10SM OVC016 15/12 A3001 RMK AO2 SLP153 T01500117 58006 TSNO $
METAR KNYC 110951Z AUTO VRB04KT 10SM OVC016 16/12 A3002 RMK AO2 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 111751Z 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 AO2 RAB44 SLP112 P0000 T01670139 TSNO
SPECI KNYC 112016Z AUTO VRB04KT 2 1/2SM -RA BR OVC016 16/14 A2988 RMK AO2 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 AO2 SLP107 P0009 60009 T01560144 5601
SPECI KNYC 112106Z AUTO 07008KT 3/4SM +RA BR OVC009 16/14 A2988 RMK AO2 CIG 006V014 P0008 TSNO
SPECI KNYC 112134Z AUTO 06007KT 1SM RA BR BKN007 OVC013 15/14 A2985 RMK AO2 P0030 TSNO
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 TSNO
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 OVC007 16/14 A2981 RMK AO2 CIG 005V011 P0011 TSNO
SPECI KNYC 112334Z AUTO 06007G14KT 030V110 4SM -RA BR OVC007 16/15 A2980 RMK AO2 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 AO2 P0004 TSNO
SPECI KNYC 120015Z AUTO 06009G18KT 3SM -RA BR OVC007 15/14 A2979 RMK AO2 P0009 TSNO

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