

Witness Factual Report

APPENDIX B

**Eyewitness Statements and
interview Summaries**

DCA07MA003

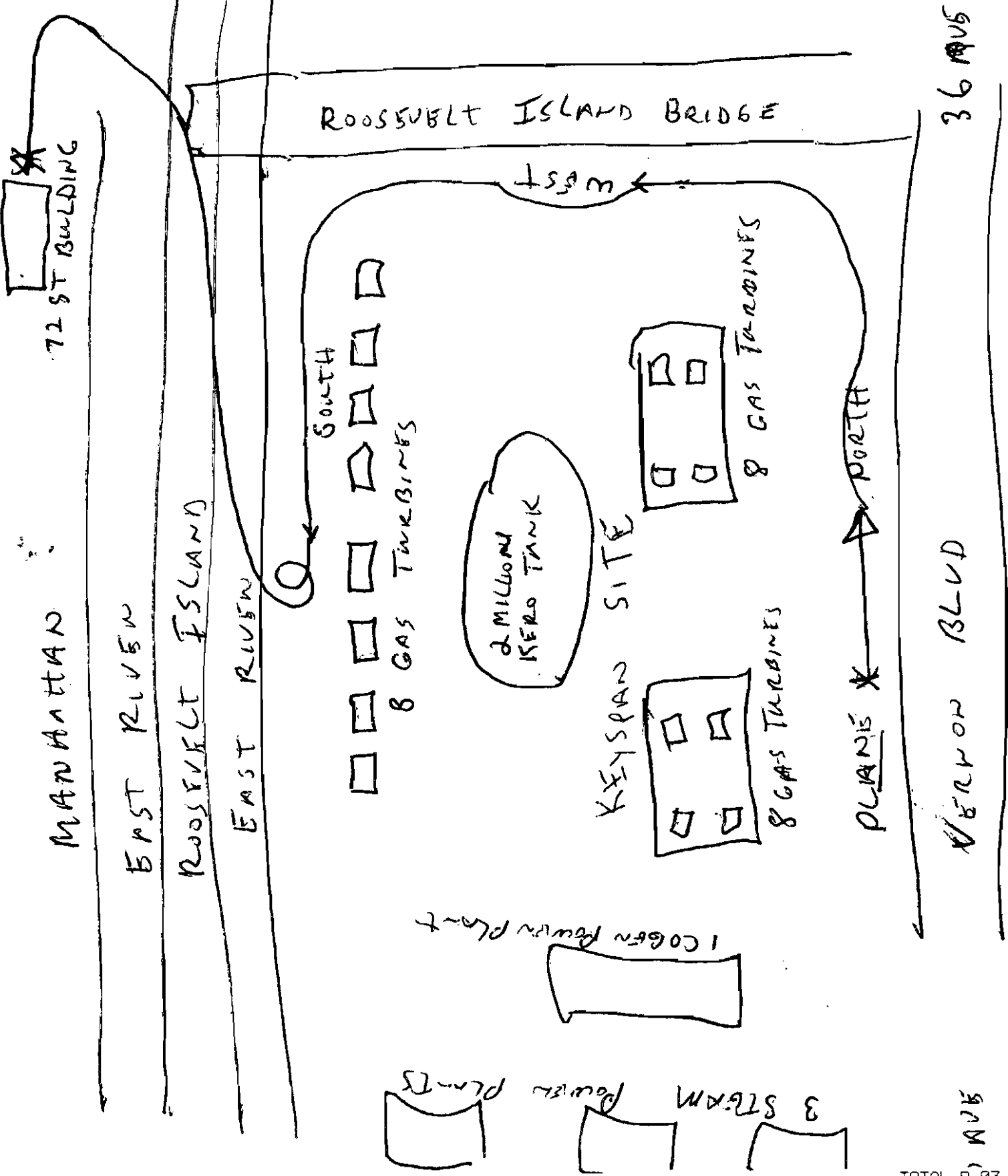
10/16/06

Luke,

On October 11, 2006 the airplane flew over the Vernon Boulevard side of the KeySpan Power Plant. The airplane then made a left turn west over Plant until it got over the East River, then made another left turn south. At this point the airplane's left wing went down to a 6'Oclock position. The airplane's left wing then came back up and the airplane made a 360degree turn, the airplane then straightened out then flew northwest over the Roosevelt Island Bridge. The airplane then made a left turn west and flew over Roosevelt Island. After crossing the East River on the other side of Roosevelt Island the airplane made a left turn south and then flew into the building on 72nd Street in Manhattan and then exploded.

Sincerely,

Gary Carrick





National Transportation Safety Board

Interview Memorandum

Date: October 13, 2006

Person Interviewed: Garry Carrick

Subject: DCA07MA003, Witness Interview

Mr. Carrick witnessed the subject accident and was interviewed via telephone. During the conversation he stated:

He was employed by Keyspan Energy and was working at the Ravenswood power plant in Queens, on Vernon Boulevard, between 40th and 36th Avenues. He observed a low flying airplane circling Roosevelt Island. The airplane was making steep turns with its wings in a 90-degree vertical position. The airplane turned right 360 degrees and began to fly north. The airplane then made a steep left turn that continued until it went "right into the building." Mr. Carrick did not recall hearing any sound associated with the airplane prior to the impact. He did not observe any smoke or fire prior to the accident.

Luke Schiada
Senior Air Safety Investigator
National Transportation Safety Board



National Transportation Safety Board

Interview Memorandum

Date: October 30, 2006

Person Interviewed: Martin Rodden

Subject: DCA07MA003, Witness Interview

Mr. Rodden witnessed the subject accident and was interviewed via telephone. During the conversation he stated:

He was employed as a carpenter, and was working in an apartment on the 28th floor, at [REDACTED] East 72nd street, with Gerald Hutchman. He was standing on a balcony on the east side of the building, when he observed an airplane "wobbling" from side to side in a sharp left bank. He thought the pilot was "fighting for control" of the airplane. The airplane just missed the corner of a black glass building, east of his location. He estimated that the airplane was only 2 to 3 feet from impacting the building. The airplane passed between the building he was in, and the black glass building. The engine sounded "very loud, like it had lots of power." The airplane continued to wobble, and he saw the airplane's right wing lift up, and the airplane climb just prior to the impact. He estimated that the airplane was about 80 to 100 feet above his position, when it passed overhead. He did not observe any smoke or fire prior to the accident.

Luke Schiada
Senior Air Safety Investigator
National Transportation Safety Board



National Transportation Safety Board

Interview Memorandum

Date: October 30, 2006

Person Interviewed: Gerald Hutchman

Subject: DCA07MA003, Witness Interview

Mr. Hutchman witnessed the subject accident and was interviewed via telephone. During the conversation he stated:

He was employed as a carpenter, and was working in an apartment on the 28th floor, at [REDACTED] East 72nd street, with Martin Rodden. He was standing on a balcony on the east side of the building. An airplane caught his eye as it just missed a tall glass building in front and to the left of his position. The airplane seemed out of control and was "wobbling" from side to side, as it passed in-between the two buildings. The airplane entered a left turn and was pulling up at the time it impacted a building to his right. He did not have any recollection of any engine or other sounds coming from the airplane. He did not observed any smoke or fire prior to the accident.

Luke Schiada
Senior Air Safety Investigator
National Transportation Safety Board



National Transportation Safety Board

Interview Memorandum

Date: October 26, 2006

Person Interviewed: Ted Farley

Subject: DCA07MA003, Witness Interview

Mr. Farley witnessed the subject accident and was interviewed via telephone. During the conversation he stated:

He was working in an apartment on the 46th floor, at 524 East 72nd street. He did not recall the specific apartment number. His cousin Robert Miranda pointed out an airplane that was flying "erratically," north, along the East River. He described the airplane's motion as rocking or wobbling back and forth. He walked to, and looked out the windows on the east side of the apartment. The airplane banked left 90 degrees, with its wings at the "twelve and six o'clock position". He thought the airplane was practicing stunts. The airplane continued to turn, and then straightened out in a position in which it was heading straight toward the building and the apartment he was in. The airplane's wings continued to "wobble, like the pilot was fighting for control." The airplane then pitched down, and to the right. He looked out the windows on the north side of the building, as the airplane descended below his field of view. He heard an impact and looked at the windows on the north side of the apartment. He saw flames and a portion of the airplane falling toward the ground.

Luke Schiada
Senior Air Safety Investigator
National Transportation Safety Board



National Transportation Safety Board

Interview Memorandum

Date: October 13, 2006

Person Interviewed: Verna Carmody

Subject: DCA07MA003, Witness Interview

Ms. Carmody witnessed the subject accident and was interviewed via telephone. During the conversation she stated:

She was home at [REDACTED] She was sitting at her desk when she heard the sound of an airplane engine. She looked up and saw a small airplane in a left turn, toward the south. The airplane continued in the turn until it crashed into a building. She then observed fire and black smoke. She then saw something fall to the sidewalk, and observed smoke rising from the ground. She did not observe any smoke or fire coming from the airplane prior to the impact with the building.

Luke Schiada
Senior Air Safety Investigator
National Transportation Safety Board



National Transportation Safety Board

Interview Memorandum

Date: October 13, 2006

Person Interviewed: Joanne Hartlaub

Subject: DCA07MA003, Witness Interview

Ms. Hartlaub witnessed the subject accident and was interviewed via telephone. During the conversation she stated:

She was employed as an artist, and was on the 49th floor of 525 East 72nd Street, working out on an exercise bike, facing south. She heard a "swishing" sound, looked up, and saw something falling straight down into the building. She did not recognize the object as an airplane. She stated she observed "a little bit of black smoke" trailing across the top portion of the object. The object also appeared to be heading from the west side of the building, east, toward the middle. She estimated she observed the object for about 2 to 3 seconds, and a "massive explosion," which seemed to extend six stories in height, followed the impact. Shortly thereafter, something fell to ground and she noticed it was burning on the ground.

Luke Schiada
Senior Air Safety Investigator
National Transportation Safety Board



National Transportation Safety Board

Interview Memorandum

Date: October 13, 2006

Person Interviewed: Alexandra Wallace

Subject: DCA07MA003, Witness Interview

Ms. Wallace witnessed the subject accident and was interviewed via telephone. During the conversation she stated:

She was on the southeast corner of east 72nd Street and York Avenue looking for a taxicab when she heard the sound of a low aircraft. She looked up and observed a white object "slam" into a building, followed by a "huge fireball." She initially thought the object was a helicopter. She further stated that she saw it for about a second before it crashed and it appeared to be "heading" or "pitched" downward prior to impact and was not in "steady" "normal" flight. The object then fell to the ground "in one big chunk." She did not recall if she observed the object burning on the ground, but she described it as "black, sooty," and full of "smoke." She then ran from the area.

Luke Schiada
Senior Air Safety Investigator
National Transportation Safety Board



National Transportation Safety Board

Interview Memorandum

Date: October 29, 2006

Person Interviewed: Jose-Luis Gonzalez

Subject: DCA07MA003, Witness Interview

Mr. Gonzalez witnessed the subject accident and was interviewed via telephone. During the conversation he stated:

He was working in an apartment on the 46th floor, at 524 East 72nd street, with Ted Farley and Robert Miranda. He was not certain of the apartment number; however, the apartment was located on the northeast corner of the building. He heard a loud noise that he believed was a helicopter. Mr. Farley pointed out the airplane, and Mr. Gonzalez observed the airplane, level, flying south toward the building. He was looking out the windows on the north side of the apartment. As the airplane approached, it descended and turned right. Mr. Gonzalez then heard a loud explosion and ran to the elevator. As the elevator descended past the 41st floor, he could smell fire and observed a large amount of smoke.

Luke Schiada
Senior Air Safety Investigator
National Transportation Safety Board

Schiada Luke

Subject: FW: Cory Lidle's plane crash article



82653303.htm

----- Original Message -----

From: Sid Hoots [REDACTED]

At: 11/04 11:20:39

I read with interest your above-referenced article. However, I don't think the conclusion of a stall causing the crash is the most likely, because I actually saw the plane dive and hit the building. I was about 2-3 blocks north of the crash site on York Avenue, walking south to an appointment. I was alarmed by the very loud sound of a plane in a dive; the engine was roaring as the plane accelerated downward. So I looked up and saw the small white plane diving out of the very low clouds. The most salient fact is that the plane was also in a spin. That is, the tips of the wings were describing a helix as the plane dove into the apartment building.

So while it is possible that the pilot stalled the plane, that doesn't account for the spin. I think it is more likely that the pilot lost the horizon as he banked and made his turn in the cloud, and banked over too far until he was inverted. Pulling up at the end of the turn would then only have the effect of putting him into more of an inverted dive. Then he would have found himself upside down, spinning and diving rapidly towards the ground, and was probably too disoriented to recover control before hitting the building.

I tried to contact the NTSB after reading your article, but their website doesn't appear to have a way to report this type of information. And their offices are closed for the weekend. So I thought that perhaps you might forward this to your contact there if you think it is worthwhile.





National Transportation Safety Board

Interview Memorandum

Date: November 13, 2006

Person Interviewed: Sid Hoots

Subject: DCA07MA003, Witness Interview

Mr. Hoots witnessed the subject accident and was interviewed via telephone. During the conversation he stated:

He was a retired investment banker. He was walking south along York Avenue, and was at 74th or 75th street when he heard a loud roaring engine. He stated it sounded like an airplane in a dive. He looked up, and observed an airplane in a very steep descent (about 80-degrees nose down). He stated that the airplane was spinning. He was on sure if the airplane was spinning right or left. He did not see the airplane exit clouds; however, he noted that the cloud layer seemed to be at or just above the tall buildings in the area. The airplane continued descending until it struck a building. The airplane may have pulled up slightly prior to the impact; however, it remained predominately downward. He observed the airplane "less than 5 seconds."

He did not observe any smoke or fire coming from the airplane prior to the impact. He also stated that the wind on the ground seemed "very calm."

Luke Schiada
Senior Air Safety Investigator
National Transportation Safety Board