

## NEW YORK STATE POLICE

THE PEOPLE OF THE STATE OF NEW YORK

-- vs. --

Defendant(s)

<u>INCIDENT LOCATION:</u>		<u>LOCATION OF DEPOSITION:</u>
STATE OF NEW YORK	<u>FIRST DISTRICT</u> COURT	STATE OF NEW YORK
COUNTY OF	<u>SUFFOLK</u>	COUNTY OF <u>SUFFOLK</u>
TOWN	of <u>BABYLON</u>	TOWN of <u>BABYLON</u>

On	Date <u>02/20/2024</u>	at	Time Started <u>01:06 PM</u>	I,	Full Name: <u>ANTHONY Q LANNI</u>
Date of Birth	No. and Street	CITY	State		
<u>[REDACTED]</u>	<u>[REDACTED]</u>	<u>BRONX</u>	<u>NY</u>		

## State The Following:

I am currently speaking with Tpr. Randazzo regarding a plane crash I was involved in on 2/20/2024 at approximately 11:45 AM in the area of the Southern State Parkway Exit 33. I am a flight instructor. I was giving flight lessons to Benson V. Mathew (DOB 7/3/191) who is the owner of the aircraft, a Cherokee Archer 180 registration N33667. The aircraft is stored at Republic Airport where we took off from approximately two hours prior to the incident. At the time of the incident we were practicing our landings utilizing Republic Airport runway. The runway faces North/South and we were heading North, approaching the runway from the South. At this time Benson Mathew was in control of the aircraft. I notice that our altitude was low compared to where we should be to conduct a safe landing. I instructed Benson Mathew increase the throttle to accelerate which he attempted. There was no response from the engine and I realized the we were suffering engine failure. At this point we were approximately 500ft above ground level where I took over controls of the aircraft. Based off my training an experience as a pilot for several years, I made the determination that we were not going to make the runway as there was multiple buildings we would've struck. I made notification to Farmingdale Air Traffic Control Tower at this time. I observed the Southern State Parkway which I determined the be the safest option at the time to attempt a landing. I turned the aircraft to the right and lined up with eastbound traffic in the area of exit 33. I brought the plane down and landed in the middle of the parkway without striking any motor vehicle traffic. I hit the brakes hard at this time and I observed the vehicles in front of me begin to hit the brakes when they realized what happened. I was forced to maneuver the aircraft to the right onto the grass shoulder in order to avoid colliding with any motor vehicles. I did such which caused my wing to strike the ground and break off.

**Notice**

(Penal Law §210.45)

In a written instrument, any person who knowingly makes a false statement which such person does not believe to be true has committed a crime under the laws of the state of New York punishable as a Class A Misdemeanor.

Affirmed under penalty of perjury

this 20<sup>TH</sup> day of FEBRUARY, 2024

- OR -

\* Subscribed and Sworn to before me

this \_\_\_\_\_ day of \_\_\_\_\_

(WITNESS)

Tpr. S.S. Randazzo  
(NAME OF PERSON TAKING DEPOSITION)

Time Ended
<u>02/20/2024 01:27 PM</u>

THE PEOPLE OF THE STATE OF NEW YORK  
VS

DEFENDANT(S)

## LOCATION OF INCIDENT:

STATE OF NEW YORK, \_\_\_\_\_ COURT

COUNTY OF SUFFOLK  
TOWN OF BABYLON

## LOCATION OF DEPOSITION:

STATE OF NEW YORK

COUNTY OF NASSAU  
TOWN OF OYSTER BAYOn DATE: 2/20/24 at TIME STARTED: 12:40 ☐ AM ☒ PM, FULL NAME: BENSON V. MATHEW

STATE THE FOLLOWING:

I AM SPEAKING WITH INVESTIGATOR BARBOUR & BORGESE OF THE NEW YORK STATE POLICE GIVING A STATEMENT REGARDING THE EVENTS THAT OCCURRED ON FEBRUARY 20TH, 2024.

ON FEBRUARY 20TH, 2024, AT APPROXIMATELY 9:15AM BOTH ANTHONY LANNE AND I ARRIVED AT REPUBLIC AIRPORT FOR MR. LANNE'S SCHEDULED FLIGHT LESSON. THE FLIGHT LESSON WAS FOR GENERAL MANEUVERABILITY OF THE PLANE. WE COMPLETED OUR PRE FLIGHT BRIEFING & DEPARTED AT 9:56AM FROM REPUBLIC AIRPORT. WE WERE FLYING MY 1975 PIPER CHEROKEE ARCHER WHICH IS OWNED BY THE COMPANY I OWN. MR. LANNE WAS FLYING THE PLANE & I WAS SEATED IN THE PASSENGER SEAT. WE FLEW OUT BY THE NORTH PORT STACKS IN ORDER TO PRACTICE FLYING IN THE "NORTH PRACTICE AREA" SO AROUND 11:40AM WE WERE HEADING BACK TO REPUBLIC AIRPORT & RECEIVED CLEARANCE TO LAND WHILE ON FINAL APPROACH THE ENGINE OF THE PLANE CUTS OUT. AT THAT TIME WE REALIZED WE WERE TOO LOW TO MAKE IT TO THE RUNWAY. MR. LANNE MADE THE DECISION TO LAND ON THE SOUTHERN STATE PARKWAY BECAUSE OF OUR CURRENT ALTITUDE. WE LANDED THE PLANE SMOOTHLY ON THE ROAD, BUT THE PLANE WENT MADE IMPACT WITH WHAT I BELIEVE WAS A POLE & CAUSED US TO SPIN OUT. WE GOT OUT OF THE PLANE &

## NOTICE

(Penal Law Sec. 210.45)

In a written instrument, any person who knowingly makes a false statement which such person does not believe to be true has committed a crime under the laws of the state of New York punishable as a Class A Misdemeanor.

Affirmed under penalty of perjury

this 20TH day of FEBRUARY, 20 24

- or -

\*Subscribed and Sworn to before me

this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_\_

\* This form need be sworn to only when specifically required by the court.

(SIGNATURE OF DEPONENT) [Signature] (Court Reference source not found) 12

(WITNESS)

JUN

(NAME)

#1773

(SIGNATURE OF DEPOSITION)

TIME ENDED

1:15☐ AM☒ PM

SUPPORTING DEPOSITION (CPL § 100.20)

THE PEOPLE OF THE STATE OF NEW YORK

VS.

DEFENDANT(S)

POLICE & EMS ARRIVED SHORTLY AFTER I AM AUTHORIZING  
THE STATE POLICE TO TOW THE PLANE BACK TO REPUBLIC  
AIRPORT.



NOTICE

(Penal Law Sec. 210.45)

In a written instrument, any person who knowingly makes a false statement which such person does not believe to be true has committed a crime under the laws of the state of New York punishable as a Class B Misdemeanor.

Affirmed under penalty of perjury

this 20TH day of FEBRUARY, 20 24

- or -

\*Subscribed and Sworn to before me

this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_\_

(WITNESS)

Jan (NAME OF WITNESS)

TIME ENDED

1:15 PM

\* This form need be sworn to only when specifically required by the court.