

		NTSB ID: DCA07MA003		Aircraft Registration Number: N929CD	
		Occurrence Date: 10/11/2006		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Manhattan, NYC		State NY	Zip Code	Local Time 1442	Time Zone EDT
Airport Proximity:		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Cirrus Design Corp.		Model/Series SR-20		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On October 11, 2006, about 1442 eastern daylight time, a Cirrus Design SR20, N929CD, operated as a personal flight, crashed into an apartment building in Manhattan, New York City, while attempting to maneuver above the East River. The two pilots on board the airplane, a certificated private pilot who was the owner of the airplane and a passenger who was a certificated commercial pilot with a flight instructor certificate, were killed. One person on the ground sustained serious injuries, two people on the ground sustained minor injuries, and the airplane was destroyed by impact forces and postcrash fire. The flight was operating under the provisions of 14 Code of Federal Regulations (CFR) Part 91, and no flight plan was filed. Marginal visual flight rules (MVFR) conditions prevailed at the time of the accident.</p> <p>The accident airplane departed Teterboro Airport (TEB), Teterboro, New Jersey, about 1429 and was cleared for a visual flight rules (VFR) departure. According to air traffic control (ATC) transcripts, the pilots acknowledged that they were to stay out of the New York class B airspace. After takeoff, the accident airplane turned southeast and climbed to an altitude of about 600 to 800 feet. When the flight reached the western shore of the Hudson River, it turned to the south, remaining over the river, then descended to 500 feet. The flight continued southbound over the Hudson River until abeam of the southern tip of Manhattan, at which point, the flight turned southwest bound. Radar data from John F. Kennedy International Airport (JFK), Jamaica, New York; Newark International Airport (EWR), Newark, New Jersey; and Westchester County Airport (HPN), White Plains, New York, indicated that the accident airplane's altitude varied from 500 to 700 feet for the remainder of the flight.</p> <p>About 1436, the airplane flew around the Statue of Liberty then headed to the northeast, at which point, it proceeded to fly over the East River. About 1 mile north of the Queensboro Bridge, the airplane made a left turn to reverse its course. Radar contact was lost about 1442. The airplane impacted a 520-foot tall apartment building at 524 East 72nd Street, 333 feet above street level.</p> <p>[The Safety Board's full brief is available at <a href="http://ntsb.gov/Publictn/pubictn.htm">http://ntsb.gov/Publictn/pubictn.htm</a>. The Aviation Accident Brief number is NTSB/AAB-07/02]</p>					
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 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: DCA07MA003				
		Occurrence Date: 10/11/2006				
		Occurrence Type: Accident				
<b>Landing Facility/Approach Information</b>						
Airport Name		Airport ID:	Airport Elevation Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Approach/Arrival Flown:						
VFR Approach/Landing:						
<b>Aircraft Information</b>						
Aircraft Manufacturer Cirrus Design Corp.		Model/Series SR-20		Serial Number 1230		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Tricycle						
Amateur Built Acft? No		Number of Seats: 4		Certified Max Gross Wt. LBS		Number of Engines: 1
Engine Type: Reciprocating		Engine Manufacturer: Teledyne Continental		Model/Series: IO-360-E(6)B		Rated Power: 200 HP
- Aircraft Inspection Information						
Type of Last Inspection		Date of Last Inspection	Time Since Last Inspection Hours		Airframe Total Time Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed?/Type		ELT Operated?	ELT Aided in Locating Accident Site? No			
<b>Owner/Operator Information</b>						
Registered Aircraft Owner  Cory Lidle		Street Address				
		City		State	Zip Code	
Operator of Aircraft  Cory Lidle		Street Address				
		City		State	Zip Code	
Operator Does Business As:			Operator Designator Code:			
- Type of U.S. Certificate(s) Held: None						
Air Carrier Operating Certificate(s):						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 91: General Aviation						
Type of Flight Operation Conducted: Personal						

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: DCA07MA003
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**First Pilot Information**

Name On File	City	State	Date of Birth	Age 34
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Sex: M	Seat Occupied: Left	Occupational Pilot?	Certificate Number:
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Certificate(s): Private

Airplane Rating(s): Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): None

Instructor Rating(s): None

Current Biennial Flight Review? 02/2006

Medical Cert.: Class 3	Medical Cert. Status: Without Waivers/Limitations	Date of Last Medical Exam: 10/2005
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	88	13								
Pilot In Command(PIC)		4								
Instructor										
Instruction Received										
Last 90 Days	14									
Last 30 Days	0									
Last 24 Hours	0									

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? Yes	Second Pilot? Yes
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: None

Departure Point Teterboro Airpo	State NJ	Airport Identifier TEB	Departure Time 1429	Time Zone EDT
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Destination Local Flight	State	Airport Identifier	
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Type of Clearance: VFR

Type of Airspace:

**Weather Information**

Source of Wx Information:


Unknown

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<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
		EDT	Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition: Clear			Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Overcast		1800 Ft. AGL		Visibility: 7 SM	Altimeter: 29.90 "Hg
Temperature: 17 °C	Dew Point: 13 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 60	Wind Speed: 6	Wind Gusts:			
Visibility (RVR): Ft.	Visibility (RVV): SM				
Precip and/or Obscuration: No Obscuration; No Precipitation					

<b>Accident Information</b>		
Aircraft Damage: Destroyed	Aircraft Fire: Ground	Aircraft Explosion: Ground

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot	1				1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -	2				2
Other Ground		1	2		3
- GRAND TOTAL -	2	1	2		5

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	Occurrence Date: 10/11/2006	
	Occurrence Type: Accident	
<b>Administrative Information</b>		
Investigator-In-Charge (IIC) Lorenda Ward		
Additional Persons Participating in This Accident/Incident Investigation:		
Christine Soucy Federal Aviation Administration Washington, DC	Mobile, AL	
Mike Hauf NTSB Headquarters Washington, DC	David Spangler Ballistic Recovery Systems Parachutes	
Carol Horgan NTSB Headquarters Washington, DC		
Bob Gretz NTSB New Jersey Field Office		
Luke Schiada NTSB New Jersey Field Office		
Doug Brazy NTSB Headquarters Washington, DC		
Jim Cash NTSB Headquarters Washington, DC		
Joe Gregor NTSB Headquarters Washington, DC		
Scott Dunham NTSB Headquarters Washington, DC		
Kevin Renze NTSB Headquarters Washington, DC		
Don Eick NTSB Headquarters Washington, DC		
Brannon D Mayer Cirrus Design Duluth, MN		
Andrew Swick Teledyne Continental Motors		
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