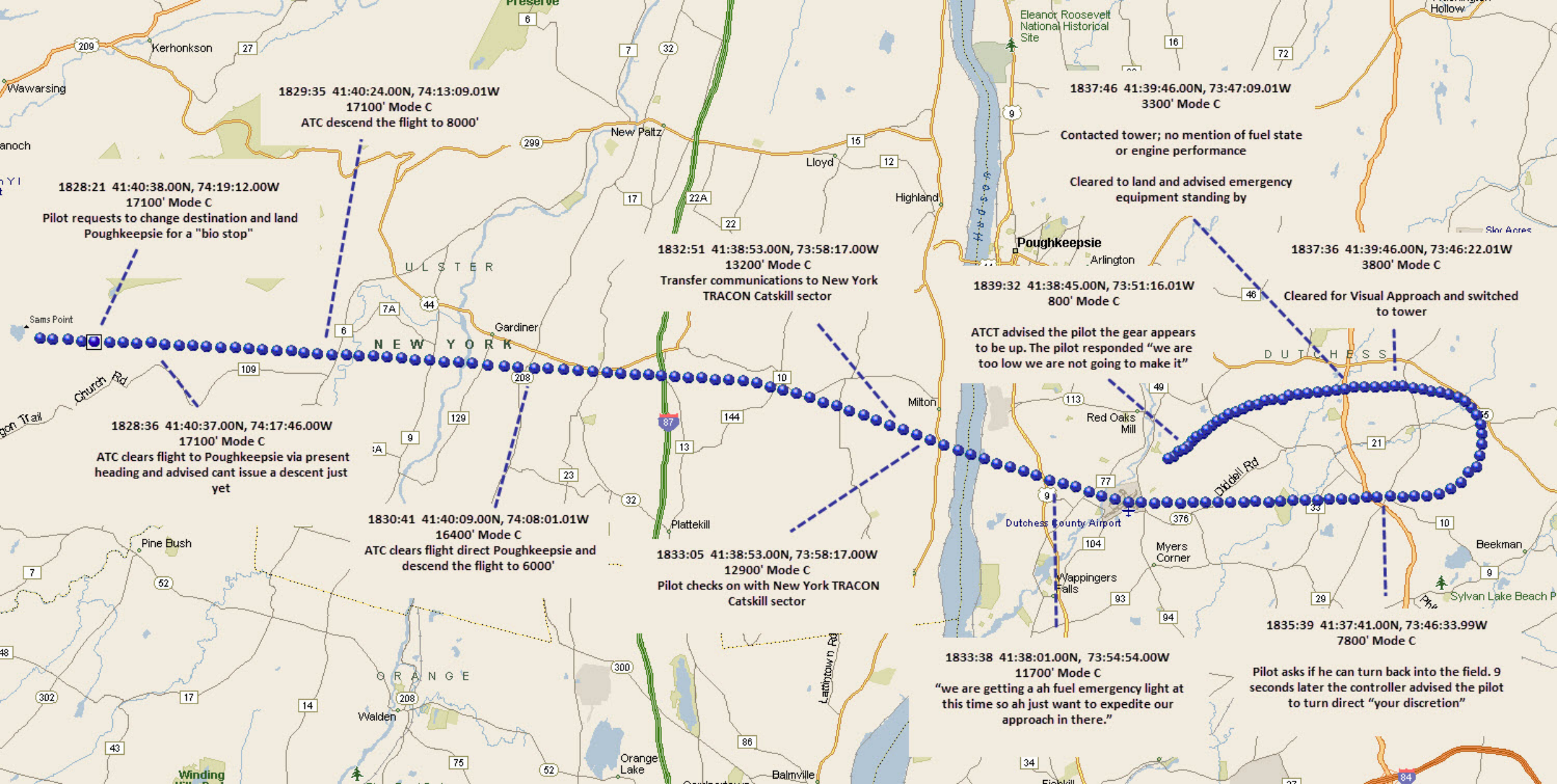




1829:35 41:40:24.00N, 74:13:09.01W
17100' Mode C
ATC descend the flight to 8000'

1828:21 41:40:38.00N, 74:19:12.00W
17100' Mode C
Pilot requests to change destination and land
Poughkeepsie for a "bio stop"

1828:36 41:40:37.00N, 74:17:46.00W
17100' Mode C
ATC clears flight to Poughkeepsie via present
heading and advised cant issue a descent just
yet

1830:41 41:40:09.00N, 74:08:01.01W
16400' Mode C
ATC clears flight direct Poughkeepsie and
descend the flight to 6000'

1832:51 41:38:53.00N, 73:58:17.00W
13200' Mode C
Transfer communications to New York
TRACON Catskill sector

1833:05 41:38:53.00N, 73:58:17.00W
12900' Mode C
Pilot checks on with New York TRACON
Catskill sector

1837:46 41:39:46.00N, 73:47:09.01W
3300' Mode C

Contacted tower; no mention of fuel state
or engine performance

Cleared to land and advised emergency
equipment standing by

1837:36 41:39:46.00N, 73:46:22.01W
3800' Mode C

Cleared for Visual Approach and switched
to tower

1839:32 41:38:45.00N, 73:51:16.01W
800' Mode C

ATCT advised the pilot the gear appears
to be up. The pilot responded "we are
too low we are not going to make it"

1835:39 41:37:41.00N, 73:46:33.99W
7800' Mode C

Pilot asks if he can turn back into the field. 9
seconds later the controller advised the pilot
to turn direct "your discretion"

1833:38 41:38:01.00N, 73:54:54.00W
11700' Mode C
"we are getting a ah fuel emergency light at
this time so ah just want to expedite our
approach in there."