

MEMORANDUM FOR RECORD

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Office of Aviation Safety-Eastern Region

Date: May 21, 2025

Subject: ERA23FA249

Contact: ADS-B Data For Flights of N8775X on May 27, 2023 and 5/28/2023 to Correlate with Fueling of the Airplane on May 27, 2023, at either 1056 EDT or 1128:00 EDT on May 27, 2023¹

As part of the investigation related to a timeline of flights in relation to fueling of the airplane, a request was made to the Federal Aviation Administration (FAA) to obtain all FAA Automatic Dependent Surveillance – Broadcast (ADS-B) information for May 27, 2023 and May 28, 2023.

May 27, 2023 Flight Data -

A review of the KMZ and corresponding Excel File 20230527_AC1374_516644334_ADSB revealed that the 1st target at 1441:04² was located at 42.58127° north latitude and -75.521951° west longitude or about .60 nautical mile(nm) and 008° from the departure end of runway 01 at Lt Warren Eaton Airport (OIC) Norwich, New York (Figure 1).

¹ The time of fueling of 1056 EDT was reported to NTSB by Kathleen Mangieri-Snurkowski on May 31, 2023. Refer to NTSB Record of Conversations contained in the public docket for the investigation. The time of fueling of 1128:00 was listed on the FuelMaster Transaction Listing provided by the airport manager of the Lt Warren Eaton Airport (OIC), Norwich, New York. Refer to Operator Fuel Records contained in the public docket for the investigation. The airport manager reported to NTSB via e-mail that, "Please note, I am unsure whether or not the times displayed on fuel report are correct however the date is correct." Both Mrs. Kathleen Mangieri-Snurkowski and the records reflect 30.30 gallons of 100 low lead fuel were purchased on May 27, 2023. Mrs. Kathleen Mangieri-Snurkowski reported that the pilot was likely by himself when the accident airplane was fueled. Refer to NTSB Record of Conversations contained in the public docket for the investigation.

² All times are reported as Coordinated Universal Time (UTC). To obtain local time subtract 4 hours from UTC.



Figure 1 Google Earth Plot of 1st ADS-B Target Location at 1441:04 UTC.

The last ADS-B target at 1450:30 was located at 42.554255° north latitude and -75.524826° west longitude, or about .40 nm and 182° from the approach end of runway 01 at OIC (Figure 2). The ADS-B data reflected that the airplane attained a maximum pressure altitude of 4,950 ft at 1445:23, and remained at that altitude until 1445:31, until beginning to descend.



Figure 2 Google Earth Plot of Last ADS-B Target Location at 1450:30 UTC.

A review of the KMZ and corresponding Excel File

20230527_AC1374_516649863_ADSB revealed that the 1st ADS-B target at 1527:14 was located at 42.588136° north latitude and -75.524225° west longitude, or about 1.0 nm and nearly due north of the departure end of runway 01 at OIC (Figure 3).

The last ADS-B target at 1552:38 was located at 42.551916° north latitude and -75.524826° west longitude, or about .54 nm and 182° from the approach end of runway 01 at OIC (Figure 4). The ADS-B data reflected that the airplane attained a maximum pressure altitude of 10,475 ft at 1542:29, and remained at that altitude until 1542:33, until beginning to descend.



Figure 3 Google Earth Plot of 1st ADS-B Target Location at 1527:14 UTC.



Figure 4 Google Earth Plot of Last ADS-B Target Location at 1552:38 UTC.

A review of the KMZ and corresponding Excel File

20230527_AC1374_516666502_ADSB revealed that the 1st ADS-B target at 1748:59 was located at 42.550242° north latitude and -75.5251148° west longitude, or about 0.60 nm and nearly due south of the departure end of runway 19 at OIC (Figure 5).



Figure 5 Google Earth Plot of 1st ADS-B Target Location at 1748:59 UTC.

The last ADS-B target at 1821:13 was located at 42.553355° north latitude and -75.524826° west longitude, or about .45nm and 182° from the approach end of runway 01 at OIC (Figure 6). The ADS-B data reflected that the airplane attained a maximum pressure altitude of 11,200 ft at 1806:30, and remained at that altitude until 1806:37, until beginning to descend.

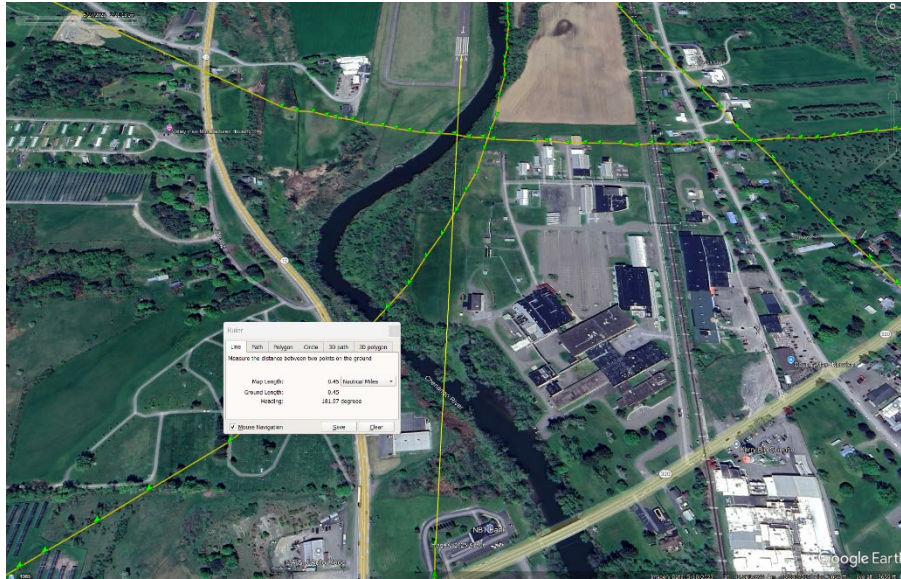


Figure 6 Google Earth Plot of Last ADS-B Target Location at 1821:13 UTC.

May 28, 2023 Flight Data -

A review of the KMZ and corresponding Excel File 20230528_AC1374_516732053_ADSB revealed that the 1st ADS-B target at 1502:09 was located at 42.586248° north latitude and -75.522637° west longitude, or about 0.90 nm and nearly due north of the departure end of runway 01 at OIC (Figure 7).

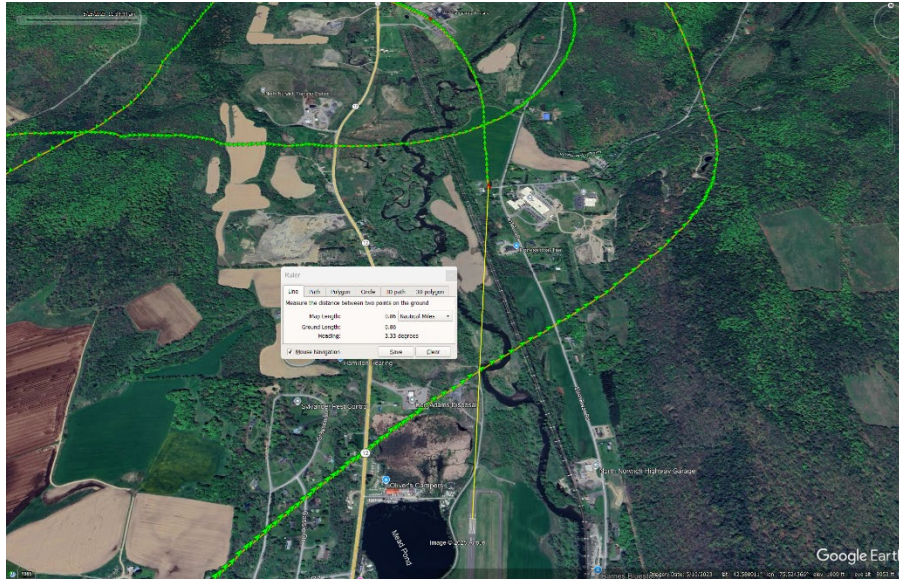


Figure 7 Google Earth Plot of 1st ADS-B Target Location at 1502:09 UTC.

The last ADS-B target at 1534:44 was located at 42.552431° north latitude and -75.524955° west longitude, or about .50 nm and 182° from the approach end of runway 01 at OIC (Figure 8). The ADS-B data reflected that the airplane attained a maximum pressure altitude of 11,300 ft at about 1524:32, and remained at that altitude until 1524:41, until beginning to descend.



Figure 8 Google Earth Plot of Last ADS-B Target Location at 1534:44 UTC.

A review of the KMZ and corresponding Excel File 20230528_AC1374_516742781_ADSB revealed that the 1st ADS-B target at 1650:35 was located at 42.585068° north latitude and -75.523088° west longitude, or about 0.80 nm and nearly due north of the departure end of runway 01 at OIC (Figure 9).



Figure 9 Google Earth Plot of 1st ADS-B Target Location at 1650:35 UTC.

The last ADS-B target at 1725:48 was located at 42.555263° north latitude and -75.524762° west longitude, or about .30 nm and 182° from the approach end of runway 01 at OIC (Figure 10). The ADS-B data reflected that the airplane attained a maximum pressure altitude of 12,050 ft at about 1712:07, and remained at that altitude until 1712:13, until beginning to descend.



Figure 10 Google Earth Plot of Last ADS-B Target Location at 1725:48 UTC.

A review of the KMZ and corresponding Excel File 20230528_AC1374_516751748_ADSB (Accident Flight) revealed that the 1st ADS-B target at 1821:49 was located at 42.584188° north latitude and -75.523388° west longitude, or about 0.80 nm and nearly due north of the departure end of runway 01 at OIC (Figure 11).

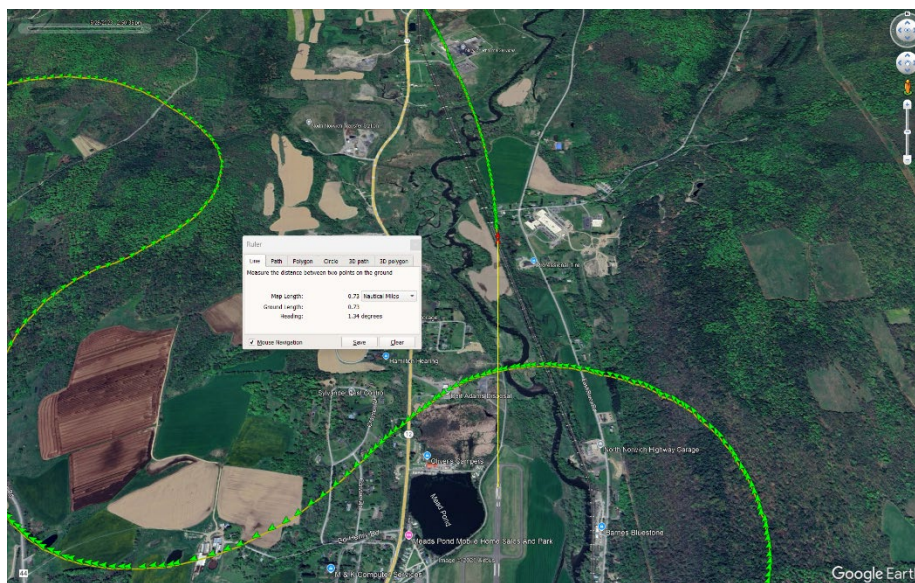


Figure 11 Google Earth Plot of 1st ADS-B Target Location at 1821:49 UTC

The last ADS-B target at 1850:35 was located at 42.563868° north latitude and -75.563214° west longitude, or about 1.74 nautical miles west-northwest from the approach end of runway 01 at OIC (Figure 12). The ADS-B data reflected that the airplane attained a maximum pressure altitude of 11,600 ft at about 1843:49, and remained at that altitude until 1843:52, until beginning to descend.



Figure 12 Google Earth Plot of Last ADS-B Target Location at 1850:35 UTC.

The entire flight path, witnesses locations and Accident Site locations plotted Using Google Earth is depicted in Figure 13.

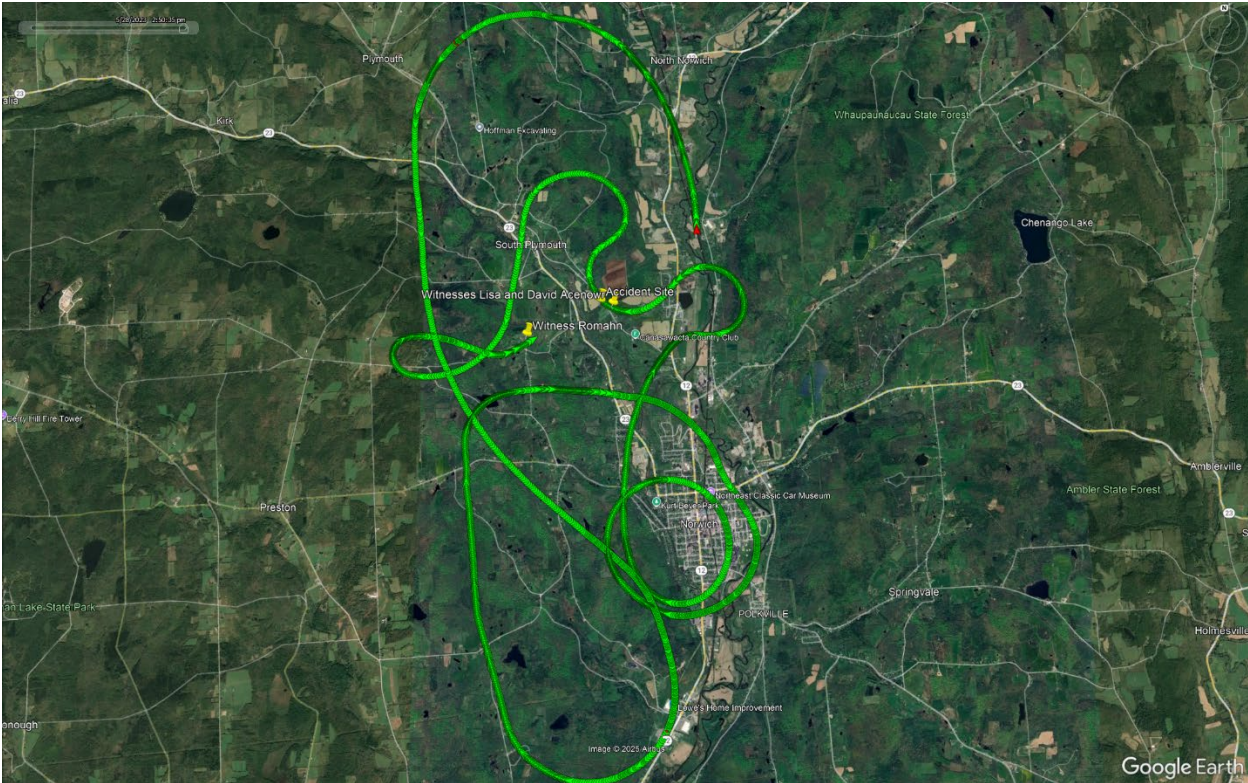


Figure 13 Google Earth Plot with Witness Locations, ADS-B Data, and Accident Site Depicted.