

From: [REDACTED]
Subject: Re: My flight on 22-Feb-25 from 33N to MD81 with Gianluca Catalano
Date: Saturday, March 15, 2025 11:47:00 AM
Attachments: [image001.png](#)

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Yes I endorse everything in all attached emails.

Thank you Gianluca Catalano

On Sat, Mar 15, 2025 at 11:44 AM Brian Rayner [REDACTED] wrote:

Outstanding, thank you.

And to be clear, you agree and endorse everything in and attached to *all* emails?

I must be clear about this because you are an adult, the pilot of record, and I can't appear to be conducting an investigation around you or that anything said was attributed to you by me without your knowledge.

Thanks again,

Brian

From: Gianluca Cat [REDACTED]
Sent: Saturday, March 15, 2025 11:31 AM
To: Brian Rayner [REDACTED]
Subject: Re: My flight on 22-Feb-25 from 33N to MD81 with Gianluca Catalano

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Hey Brian the receipts that are linked are two different ones, one was the student in-front of me at 11:42. when I was doing my preflight the tanks where not topped off so after me and my CFI did one lap around the pattern I went to the pumps and top off both sides witch is the second receipts at 12:25 Both side where topped off too the point that they where overflowing after that i departed

Yes I agree and endorse everything in the attached email

On Sat, Mar 15, 2025 at 11:16 AM Gianluca Cat [REDACTED] wrote:

On Sat, Mar 15, 2025 at 11:11 AM Brian Rayner [REDACTED] wrote:

Good morning, sir,

Thank you for the input. I have a couple of things to ask as I fear I overlooked a couple of things.

1. Would you please forward your receipts for the reported fuel services you completed prior to the accident flight?
2. Would Gianluca please endorse all the words and works submitted by you regarding this investigation as his own?

Thank you for all of your help so far.

v/r

Brian

Brian C. Rayner

Senior Air Safety Investigator

NTSB-ERA

490 L'Enfant Plaza East, S.W.

Washington, DC 20594

[REDACTED]



From: Andre Catalano [REDACTED]

Sent: Friday, March 14, 2025 5:00 PM

To: Brian Rayner [REDACTED]

Cc: Andre Catalano [REDACTED]

Subject: Fwd: My flight on 22-Feb-25 from 33N to MD81 with Gianluca Catalano

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Brian,

Hope all is well.

I wanted to pass on to you, that I discovered from a friend this week a program call cloud ahoy, It takes the raw flight data from the sentry puck that my son has onboard and is very accurate GPS, AHRS gyro, ADS-B and g-meter data. fore flight owns cloud ahoy, and flight school use it to review students flight. I have the entire flight of the 22 Feb 2025 of my son Gianluca Catalano.

The sentry puck



[Sentry ADS-B](#)

foreflight.com

Records details of GPS position, ADS_b data and also AHRS gyro data.

Cloud Ahoy, than uses software to visualize the data. It takes predicted winds aloft

from ADS-B to derive TAS, vertical speed and IAS to create 3D track, 3D cockpit view and PDF. under the options tap, and you have options to show maps of satellite, VFR charts and others.

Using the attached POH for 172P-180HP you can see that the cloud ahoy displayed TAS is almost book performance number to 2000 ft for 65% power of about 2300 RPM to include a gain of speed to 112 TAS for cruise decent that took over ten minute to loss 1,000 feet from 2500ft to 1500ft to decent below the class B shelf of 2500, but high enough to glide over the middle of the water of the BAY, which match my son statement of never pulling the power out of the engine RPM green during cruise or decent until the engine saddle with no warning complete died. I think this data import to show that he was at high power from takeoff to sudden engine failure, without any reducing in performance until the moment of complete engine failure, the speed just rapidly just dropping off as seen in cloud ahoy data.

I can provide the RAW data files from fore flight sentry puck upon request.

In addition attached is a email statement, I have forward you from CFI Thomas Perrin who was right above the seen of the accident in a 172P and

stated he did not have any indication or experience carb icing all day or at the time and area of the accident. Two other CFI's who were flying 172P at the same time over the same area have come forward to offer statements stating carb icing was not a factor.

Finally, I put a powerpoint charting carb icing from all the source of weather, and using the two standard icing charts, FAA/NTSB official and Australia carb icing chart.

Let me know if the cloud ahoy link does not work.

Thank you,

Andre Catalano



TP Thomas Perrin
Thomas Perrin-Rigal testimony N781FM accident
To: [REDACTED]

Inbox - Google March 11, 2025 at 22:2

To whom it may concern

I was operating a C-172P registered N78ER on 2/22/2025 between approximately 15:15 EST and 15:55 EST. I was coming back from KESN en route to W00 when N781FM suffered an engine failure in that area. I recall transiting about 3NM south of KANP at 2,000ft from east to west when the accident occurred.

I did not experience any carburetor icing during this flight, or during any of the 4 flights I did that day in that area.

Please don't hesitate to contact me with any questions.

Best Regards.

Thomas Perrin-Rigal
CFII
[REDACTED]

CRUISE PERFORMANCE

CONDITION:
2550 LBS

PRESSURE ALTITUDE FT	RPM	20°C BELOW STANDARD TEMP			STANDARD TEMPERATURE			20°C ABOVE STANDARD TEMP		
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2000	2550	---	---	---	76	116	10.2	72	115	9.6
	2500	77	114	10.3	72	113	9.6	68	113	9.1
	2400	69	109	9.2	64	108	8.7	61	107	8.3
	2300	61	103	8.3	58	103	7.9	55	102	7.6
	2200	55	98	7.5	52	97	7.2	49	96	6.9
4000	2100	49	92	6.8	46	91	6.6	43	89	6.3
	2600	---	---	---	76	118	10.2	72	117	9.6
	2500	73	113	9.7	68	113	9.2	65	112	8.7
	2400	65	108	8.8	62	107	8.3	58	107	8.0
	2300	58	103	8.0	55	102	7.6	52	101	7.3
6000	2200	52	97	7.3	49	96	6.9	47	94	6.6
	2100	46	91	6.6	44	89	6.3	41	87	6.1
	2650	---	---	---	76	120	10.1	72	119	9.6
	2600	77	118	10.3	72	117	9.6	68	117	9.1
	2500	69	113	9.3	65	112	8.8	62	111	8.4
8000	2400	62	108	8.4	59	107	8.0	56	106	7.6
	2300	56	102	7.7	53	101	7.3	50	99	7.0
	2200	50	96	7.0	47	95	6.7	44	93	6.4
	2700	---	---	---	76	122	10.1	71	121	9.5
	2600	73	117	9.8	69	117	9.2	65	116	8.7
10,000	2500	66	112	8.8	62	111	8.4	59	110	8.0
	2400	59	107	8.1	56	106	7.7	53	104	7.3
	2300	53	101	7.4	50	100	7.0	47	98	6.7
	2200	47	95	6.7	45	93	6.4	42	90	6.1
	2700	77	122	10.2	72	121	9.6	68	121	9.1
12,000	2600	69	117	9.3	65	116	8.8	62	115	8.4
	2500	63	112	8.5	59	110	8.1	56	109	7.7
	2400	57	106	7.8	53	104	7.4	50	103	7.0
	2300	51	100	7.1	48	98	6.8	45	96	6.5
	2650	69	119	9.3	65	118	8.8	62	117	8.4
	2600	66	116	8.9	62	115	8.4	59	114	8.0
	2500	60	111	8.2	56	109	7.7	53	107	7.4
	2400	54	105	7.5	51	103	7.1	48	100	6.7
	2300	48	98	6.8	45	96	6.5	42	93	6.2

Begin forwarded message:

From: Thomas Perrin [REDACTED]

Subject: Thomas Perrin-Rigal testimony N781FM accident

Date: March 11, 2025 at 22:26:53 EDT

To: [REDACTED]

To whom it may concern

I was operating a C-172P registered N78ER on 2/22/2025 between approximately 15:15 EST and 15:55 EST. I was coming back from KESN en route to W00 when N781FM suffered an engine failure in that area. I recall transiting about 3NM south of KANP at 2,000ft from east to west when the accident occurred.

I did not experience any carburetor icing during this flight, or during any of the 4 flights I did that day in that area.

Please don't hesitate to contact me with any questions.

Best Regards.

Thomas Perrin-Rigal

CFII

[REDACTED]

[REDACTED]

Begin forwarded message:

From: Andre catalano [REDACTED]

Subject: My flight on 22-Feb-25 from 33N to MD81 with
Gianluca Catalano

Date: March 14, 2025 at 16:13:21 EDT

To: [REDACTED]

Reply-To: [REDACTED]

N718FN flight data from fore flight sentry 22-Feb-25

Flight preview:

[Click to debrief](#)



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