

 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: WPR11FA032		Most Critical Injury: Fatal		
		Occurrence Date: 10/25/2010		Investigated By: NTSB		
		Occurrence Type: Accident				
Location/Time						
Nearest City/Place		State	Zip Code	Local Time	Time Zone	
Lander		WY	82520	1352	MDT	
Aircraft Information						
Registration Number		Aircraft Manufacturer		Model/Series Number		
N201HF		MOONEY		M20J		
Type of Aircraft: Airplane			Amateur Built Aircraft? No			
Injury Summary:		Fatal	4	Serious	Minor	None
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No			
Narrative						
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:						
<p>On October 25, 2010, about 1352 mountain daylight time (MDT), a Mooney M20J, N201HF, collided with mountainous terrain near Lander, Wyoming. The airplane became the subject of a week-long search after it was lost from ground-based radio communications and radar tracking facilities about 45 minutes after it departed from Jackson Hole Airport (JAC), Jackson Hole, Wyoming, on October 25, 2010. On the afternoon of November 1, 2010, the wreckage was located by ground searchers at the 11,100-foot level in the Wind River mountain range, Wyoming. The instrument rated owner/pilot and three passengers were fatally injured and the airplane sustained substantial damage. Instrument meteorological conditions likely existed at the location and time of the accident. The personal flight was operated under the provisions of Title 14 Code of Federal Regulations (CFR) Part 91, on an instrument flight rules (IFR) flight plan and clearance to Pierre, South Dakota.</p> <p>According to information provided by representatives from Lockheed Martin (LM) and the Federal Aviation Administration (FAA), on the morning of the accident, the pilot obtained his initial telephone weather briefing about 0920 MDT. About 1040, he telephoned again, obtained an abbreviated weather briefing, and filed an IFR flight plan. The flight plan included a planned departure time of 1130, and a destination of Rapid City Regional Airport, (RAP) Rapid City, South Dakota. The filed route of flight was Dunoir (DWN) very high frequency omni-range (VOR) navigation facility, Boysen Reservoir (BOY) VOR, Muddy Mountain (DDY) VOR, and then direct to RAP. About 1237, the pilot used the internet to file another IFR flight plan, which again specified JAC as the origination airport. The filed departure time was 1247, and the filed route was DNW VOR, Riverton (RIW) VOR, DDY VOR, Newcastle (ECS) VOR, Rapid City (RAP) VOR, and Philip (PHP) VOR. The destination was Pierre Regional Airport (PIR), Pierre, South Dakota, and the filed altitude was 9,000 feet. Both weather briefings included AIRMETS (Airmen's Meteorological Information) for mountain obscuration, turbulence, and icing along the planned flight routes and altitudes.</p> <p>The airplane departed JAC just after 1300, and was in communication with and tracked by FAA air traffic control (ATC) at Salt Lake City Air Route Traffic Control Center (ARTCC). The first radar target was recorded about 1309, and the airplane was tracked until about 1336, when it was at an altitude of 14,000 feet. About 1341, the pilot filed a pilot report via radio, which stated that he was at 14,000 feet, and was encountering light chop, and a trace of rime icing. The airplane was re-acquired by ground radar about 1346, still at the same altitude. About 1352, the last radar target associated with the airplane was recorded, with an indicated altitude of 13,300 feet. Shortly before that, the pilot radioed to ATC that he was unable to maintain altitude due to mountain wave activity.</p> <p>According to information provided by the Fremont County Sheriff's Office, ground searchers located the wreckage at an elevation of 11,100 feet on a scree slope about 6 miles southeast of Gannett Peak. The wreckage exhibited significant crush and impact damage. The right wing was partially fracture-separated from the fuselage, and the propeller blades were fracture-separated from the propeller hub. All components were located within 20 feet of the main wreckage.</p>						
PRELIMINARY INFORMATION - SUBJECT TO CHANGE						

 National Transportation Safety Board PRELIMINARY REPORT AVIATION	NTSB ID: WPR11FA032	
	Occurrence Date: 10/25/2010	
	Occurrence Type: Accident	

Narrative (Continued)

The pilot held a private pilot certificate with airplane single land and instrument airplane ratings. The airplane was first registered to him in January 2010. It was manufactured in 1977, and was equipped with a non-turbocharged Lycoming IO-360 series engine.
Updated on Nov 3 2010 5:31PM

 <p>National Transportation Safety Board PRELIMINARY REPORT AVIATION</p>	NTSB ID: WPR11FA032	
	Occurrence Date: 10/25/2010	
	Occurrence Type: Accident	

Other Aircraft Involved		
Registration Number	Aircraft Manufacturer	Model/Series Number

Accident Information	
Aircraft Damage: Substantial	Accident Occurred During:

Crew	Name	Certificate No.	Injury
Pilot	On File	On File	Fatal
2			
3			
4			
5			
6			

Operator Information		
Name Sierra Bravo Corp	Operator Designator Code	Doing Business As


Street Address	City Bloomington	State MN	Zip Code 55431
----------------	---------------------	-------------	-------------------

-Type of Certificate(s) Held: None
Air Carrier Operating Certificate(s):

Operating Certificate:	Operator Certificate:
Regulation Flight Conducted Under: Part 91: General Aviation	
Type of Flight Operations Conducted: Personal	

Flight Plan/Itinerary			
Type of Flight Plan Filed: IFR			
Last Departure Point	State	Airport Identifier	
Jackson Hole	WY	JAC	
Destination	State	Airport Identifier	
Pierre	SD	PIR	

Weather Information			
Investigator's Source: Flight Service Station	Facility ID:	Observation Time (Local):	
Sky/Lowest Cloud Condition:		Ft. AGL	
Lowest Ceiling:	Ft. AGL	Visibility:	SM Altimeter: "Hg

 <p>National Transportation Safety Board PRELIMINARY REPORT AVIATION</p>	NTSB ID: WPR11FA032	
	Occurrence Date: 10/25/2010	
	Occurrence Type: Accident	

Weather Information (Continued from page 2)

Temperature: °C	Dew Point: °C	Wind Direction:	
Wind Speed: Kts.	Gusts: Kts.	Weather Conditions at Accident Site: Instrument Conditions	

Administration Data

Notification From FAA Operations Center	Date
FAA District Office/Coordinator FAA FSDO Bruce J. Hanson	Investigator-In-Charge (IIC) Michael C. Huhn

(This area is intentionally left blank for additional information or comments.)