

Air Traffic Control Information

The airplane departed Phoenix Deer Valley (DVT) Airport at 7:15 p.m. MDT for an IFR flight to Hesperia (L26) Airport. After checking on with Albuquerque ARTCC (ZAB) the aircraft was issued at climb to FL250. A broken read back was obtained at 7:29 p.m. MDT. This was the last two-way communication with the aircraft. The aircraft leveled off at FL250 and transitioned through Los Angeles ARTCC's (ZLA) and Oakland ARTCC's (ZOA) airspace with no further communications. Military fighters were scrambled and indicated the pilot appeared to be slumped forward and was unresponsive to flares and other communication efforts. The flight plan filed by the pilot indicates there was one person on board with a 5 hour supply of fuel. Radar contact was lost with the aircraft at approximately 9:50 p.m. PDT, as the aircraft entered non-radar airspace over the Pacific Ocean. At that time N427LE was approximately 350 miles west of the San Francisco Bay area level at FL250, northwest bound. N427LE crashed at approximately 10:37 p.m. PDT, 490 miles west of San Francisco.

The route the pilot filed for his flight plan.
 KDVT DVT1 PXR BXK J212 DECAS BLH L26

The route he flew 10 days prior:
 KDVT DVT1 PXR BXK J212 PSP V137 ARRAN L26

Time EDT	Position		Orientation		Groundspeed		Alti feet	
	Latitude	Longitude	Course	Direction	KTS	MPH		
Thu 09:27:39 PM	33.4543	-112.8271	264°	West	220	253	20,500	1,235 ↑
Thu 09:27:56 PM	33.4568	-112.8474	290°	West	220	253	20,800	811 ↑
Thu 09:28:16 PM	33.4636	-112.8711	286°	West	233	268	21,000	923 ↑
Thu 09:28:35 PM	33.4680	-112.8941	282°	West	229	264	21,400	1,176 ↑
Thu 09:29:07 PM	33.4745	-112.9326	282°	West	329	379	22,000	1,167 ↑
Thu 09:29:47 PM	33.4843	-112.9852	284°	West	233	268	22,800	1,125 ↑
Thu 09:30:27 PM	33.4942	-113.0363	284°	West	238	274	23,500	909 ↑
Thu 09:30:53 PM	33.4996	-113.0643	284°	West	238	274	23,800	1,000 ↑
Thu 09:31:15 PM	33.5059	-113.0970	283°	West	352	405	24,300	1,105 ↑
Thu 09:31:31 PM	33.5092	-113.1145	283°	West	242	278	24,500	706 ↑
Thu 09:32:06 PM	33.5189	-113.1650	284°	West	248	285	24,900	400 ↑
Thu 09:32:46 PM	33.5294	-113.2196	283°	West	266	306	25,000	72 ↑
Thu 09:33:29 PM	33.5397	-113.2736	283°	West	280	322	25,000	
Thu 09:33:53 PM	33.5481	-113.3179	283°	West	284	327	25,000	
Thu 09:34:55 PM	33.5667	-113.4163	283°	West	289	333	25,000	
Thu 09:35:51 PM	33.5836	-113.5064	283°	West	291	335	25,000	
Thu 09:36:22 PM	33.5919	-113.5503	283°	West	291	335	25,000	
Thu 09:36:52 PM	33.5989	-113.5874	283°	West	290	334	25,000	

Figure 1: Climb Profile



Figure 2: Radar Tack

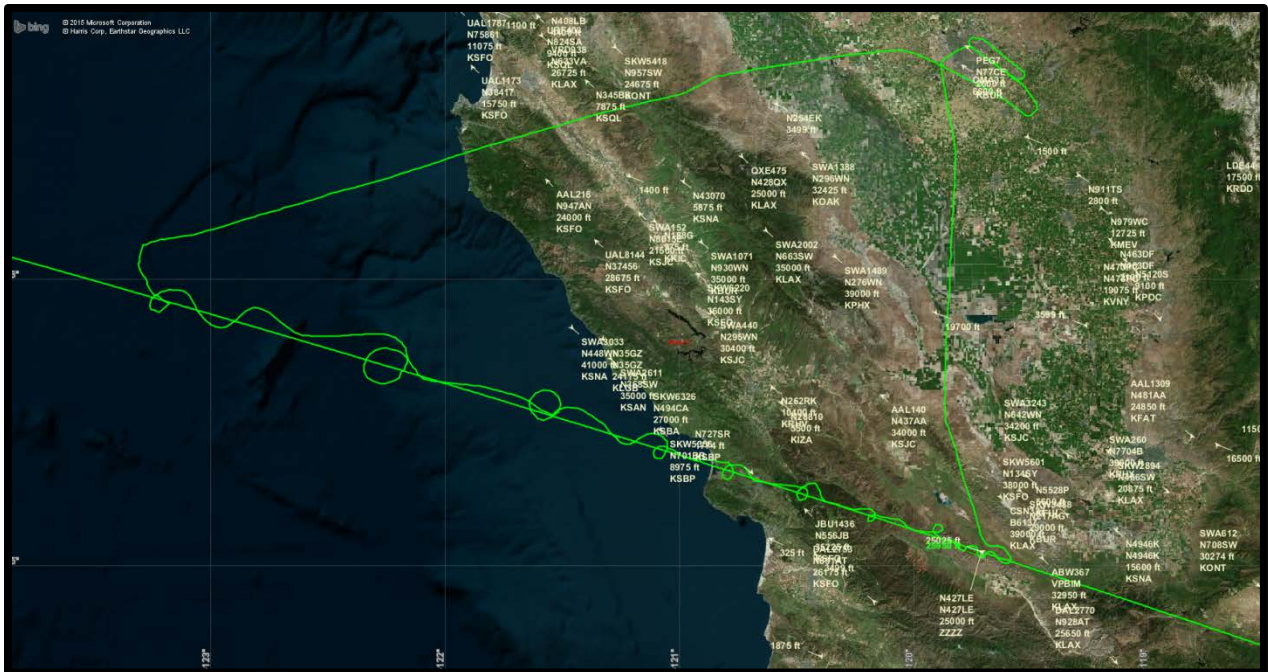


Figure 3: Radar Tack Showing Interception

KDVT DVT1 PXR BXK J212 DECAS BLH L26					
Name	Latitude	Longitude	Distance from origin	Distance from destination	Type
KDVT	33.6883056	-112.0825556	0	304	Origin Airport
PXR	33.4330278	-111.9701944	19	314	VOR-TAC (NAVAID)
BXK	33.4534561	-112.8245917	46	266	VOR-TAC (NAVAID)
	33.4538167	-112.8264722	46	265	Airport (NAVAID)
CULTS	33.5842111	-113.5111583	83	225	Reporting Point
	33.6747500	-114.0000000	110	196	Airport (NAVAID)
CURIV	33.7730472	-114.5440639	142	164	Reporting Point
DECAS	33.8235917	-115.4566111	194	113	Reporting Point
BLH	33.5961111	-114.7613889	154	156	VOR-TAC (NAVAID)
L26	34.3769444	-117.3160556	304	0	Destination Airport

Figure 4: Showing Distances

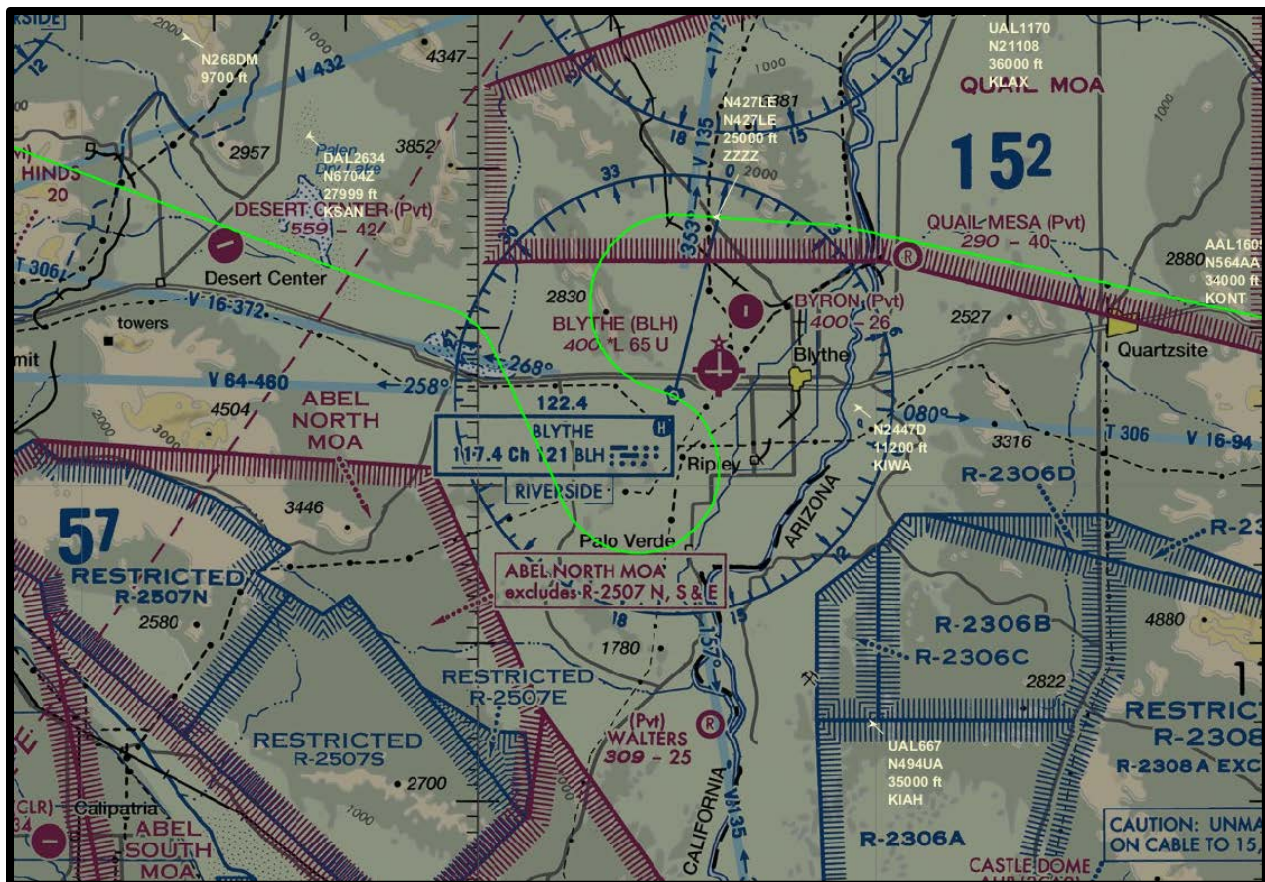


Figure 5: Path Overlaying VFR Sectional

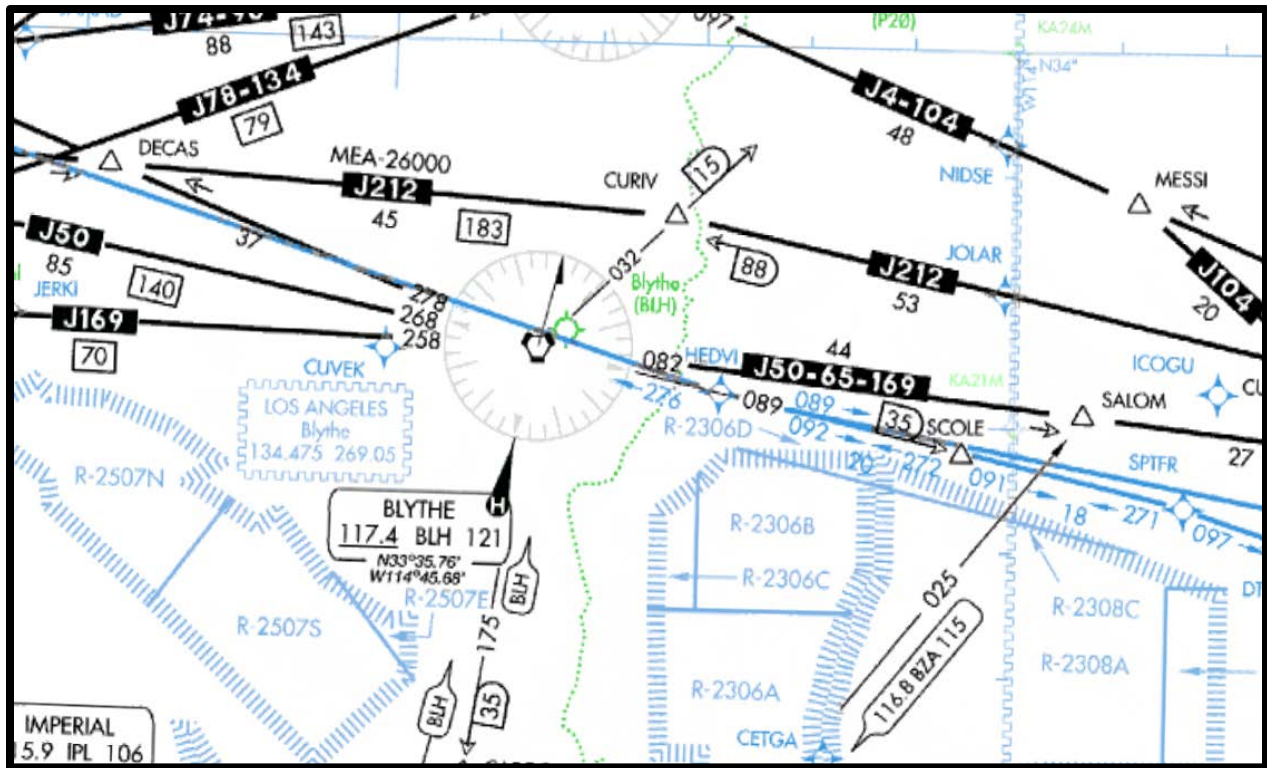


Figure 6: IFR Sectional

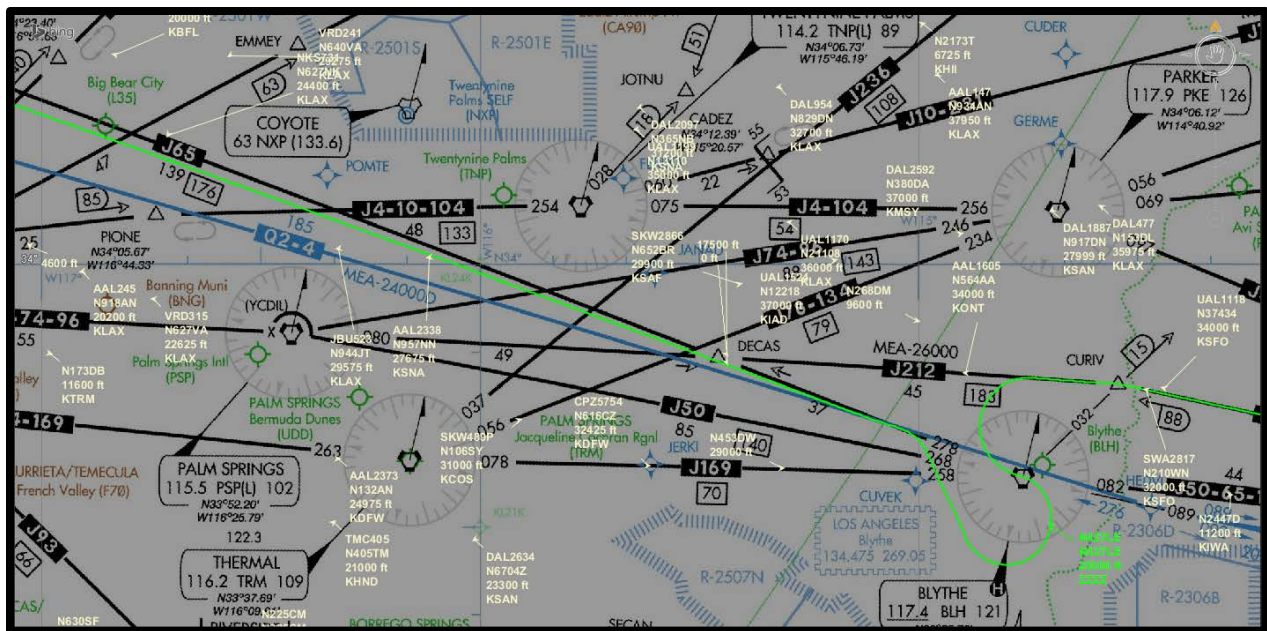


Figure 7: Path Overlaying IFR Sectional