



A review of Harris OpsVue track data was conducted during the timeframe of 1145 to 1345 MDT. OpsVue is a commercially available web-based program that produces track data of aircraft operating in the National Airspace System (NAS). The OpsVue system obtained data from Federal Aviation Administration (FAA) sensors and applied a national estimated altimeter correction that generated the altitude data; it is not true radar data. The altitude data may have an error of $\pm 300'$.

The OpsVue data indicated the accident aircraft departed the Billings Montana airport (BIL) at about 1200 MDT squawking 0456 and started a right turn. At about 1206:38 MDT at an altitude of about 5,600', the aircraft began squawking 1200 indicating FAA air traffic controllers in BIL had terminated visual flight rules (VFR) flight following.

The OpsVue track data continued tracking the aircraft while it squawked 1200 at an altitude of about 5,500'. At 1213:13, THE OpsVue track data stopped and the aircraft was no longer observed. At 1225:03, a VFR track was observed along the same general course of the accident aircraft about 36.5 nautical miles (NM) to the southeast. The aircraft was squawking 1200 at an altitude of about 5,800'. Because the aircraft was not on a discreet transponder code, the identity of the aircraft cannot be determined, however, the track is consistent with the accident flight. The OpsVue data stopped at 1233:04 at an altitude of about 5,500'. At about 1235:28, another track was begun at an altitude of about 5,800' and about 7.3 NM from where the track stopped still flying southeast bound. The track was consistent with the accident flight. At 1235:57 the track started a left turn before stopping at about 1236:04 at an altitude of 5,800'. The last track point was located about 43.35 NM southwest of Broadus MT.