



National Transportation Safety Board Aviation Accident Final Report

Location:	Montezuma, UT	Accident Number:	WPR10CA338
Date & Time:	07/02/2010, 1945 MDT	Registration:	N278JA
Aircraft:	ADAMS JOHN R JR PIEL DIAMANT	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

While on a cross country flight the pilot recognized that he had been using the wrong road to navigate to his destination. He decided to turn around and return to the departure airport. The pilot reported that he was concerned with the approaching night and decreasing light condition. As the amount of light continued to decrease he elected to make a precautionary landing on a road prior to reaching the departure airport. The pilot stated that either during the landing or taxi the underside of the wing was damaged by contact with a road marker. Further damage to the wing caused by contacting additional road markers occurred when the pilot taxied off the road to park the airplane and again when repositioning the airplane. The pilot reported that there were no known mechanical malfunctions or failures with the aircraft prior to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain clearance from road signs during landing.

Findings

Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Sign/marker - Awareness of condition (Cause)
	Sign/marker - Response/compensation (Cause)

Factual Information

History of Flight

Landing	Collision with terr/obj (non-CFIT) (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	45, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last Medical Exam:	08/15/2002
Occupational Pilot:	No	Last Flight Review or Equivalent:	03/29/2002
Flight Time:	1460 hours (Total, all aircraft), 360 hours (Total, this make and model), 1400 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	ADAMS JOHN R JR	Registration:	N278JA
Model/Series:	PIEL DIAMANT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	777
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	12/30/2006, Conditional	Certified Max Gross Wt.:	2330 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	500 Hours	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	IO-346 SERIES
Registered Owner:	NARRAMORE TODD I	Rated Power:	165 hp
Operator:	NARRAMORE TODD I	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KBDG, 5868 ft msl	Observation Time:	1957 MDT
Distance from Accident Site:	24 Nautical Miles	Condition of Light:	Dusk
Direction from Accident Site:	340°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Scattered / 2700 ft agl	Temperature/Dew Point:	7° C / 6° C
Lowest Ceiling:	Broken / 7500 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	9 knots, 260°	Visibility (RVR):	
Altimeter Setting:	29.92 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bluff, UT (66V)	Type of Flight Plan Filed:	None
Destination:	Blanding, UT (KBDG)	Type of Clearance:	None
Departure Time:	1900 MDT	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None		

Administrative Information

Investigator In Charge (IIC):	Jefferey R Rich	Adopted Date:	10/21/2010
Additional Participating Persons:	Eric McRae; FAA FSDO; Salt Lake City, UT		
Publish Date:	10/21/2010		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=76555		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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