



National Transportation Safety Board Aviation Accident Data Summary

Location:	Montezuma, UT	Accident Number:	WPR10CA338
Date & Time:	07/02/2010, 1945 MDT	Registration:	N278JA
Aircraft:	ADAMS JOHN R JR PIEL DIAMANT	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.

Flight Events

Landing - Collision with terr/obj (non-CFIT)

Probable Cause

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-Task performance-Use of equip/info-Aircraft control-Pilot - C
Environmental issues-Physical environment-Object/animal/substance-Sign/marker-Awareness of condition - C
Environmental issues-Physical environment-Object/animal/substance-Sign/marker-Response/compensation - C

Pilot Information

Certificate:	Commercial	Age:	45
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	NARRAMORE TODD I	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-346 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KBDG, 5868 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Broken / 7500 ft agl
Condition of Light:	Dusk	Wind Speed/Gusts, Direction:	9 knots, 260°
Temperature:	7°C / 6°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bluff, UT (66V)	Destination:	Blanding, UT (KBDG)

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

Administrative Information

Investigator In Charge (IIC):	Jefferey R Rich	Adopted 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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