



FAA ACCIDENT / INCIDENT REPORT

1. ACCIDENT ☒ INCIDENT ☐

3. DATE OF EVENT MO 08 DA 25 YR 07

4. FAA OFFICE REGION SW OFFICE NUMBER 01

5. NTSB ID DEN07LA145

6. LOCATION-CITY/STATE/ZIP
Ranchos de Taos / New Mexico / 875577. OPERATOR NAME
Adams, Paul R. FOUR LETTER IDENTIFIER8. AIRPORT
(IF APPLICABLE) 3- OR 4- LETTER ID

9. LOCAL TIME 24- HOUR CLOCK 1940

10A. LATITUDE

10B. LONGITUDE

11. AIRCRAFT DAMAGE 12. COLLISION - BETWEEN TWO AIRCRAFT
NONE YES ☐ AIR ☐
MINOR NO ☒ GROUND ☐
SUBSTANTIAL
☒ DESTROYED REGISTRATION NUMBER
SECOND AIRCRAFT21. FACTORS - IDENTIFY PRIMARY FACTOR AS A. IDENTIFY SECONDARY FACTORS, IF ANY, AS X.
CHECKING OF FACTORS IS THE OPINION OF THE INVESTIGATOR/INSPECTOR BASED ON THE INVESTIGATION.

21A. TECHNICAL FACTORS

GEAR COLLAPSE
GEAR UP LANDING
FIRE OR EXPLOSION
FUEL CONTAMINATION
BLADE/ROTOR FAILURE
DESIGN OF AIRCRAFT
METAL FATIGUE
IMPROPER MAINTENANCE
IMPROPER INSTALLATION
AD NON-COMPLIANCE
DECOMPRESSION
21F. ATA CODE
21C. PART NAME
21D. MANUFACTURER

21B. OPERATIONAL FACTORS

FUEL DEPLETION
PILOT INDUCED
GROUND CREW
OTHER THAN PILOT
PARACHUTE INCIDENT
OVER GROSS WEIGHT
CG OUT OF LIMITS
STRUCK ANIMAL
BIRD STRIKE
PAX DISTURBANCE
STOLEN AIRCRAFT
HJACK
21E. PART NUMBER

23. WX. BRIEFING SOURCE

☒ NOT APPLICABLE/NOT AVAILABLE
NATIONAL WEATHER SERVICE
FLIGHT SERVICE STATION
PATWAS
VOICE RESP. SYSTEM
COMPANY
COMMERCIAL WX. SERVICE
TV/RADIO WEATHER
MILITARY
COMPUTER BRIEFING

24. PRECIPITATION

☒ NOT APPLICABLE/NOT AVAILABLE
RAIN
HAIL
SLEET
SNOW
FREEZING DRIZZLE
FREEZING RAIN
DRIZZLE
OTHER

25. WEATHER FACTORS

NONE / NOT APPLICABLE
HAZE
DUST
SMOKE
FOG
BLOWING DUST
BLOWING SMOKE
ICING CONDITIONS
GUSTY WINDS
THUNDERSTORM
CROSSWIND
☒ TURBULENCE/WINDSTORM
DENSITY ALTITUDE
LIGHTNING STRIKE
BLOWING SNOW
WHITE OUT
WIND SHEAR
OTHER

2. AMENDED DATE MO DA YR

13. AIRCRAFT

REGISTRATION N7068U

MAKE/MODEL Outback Wiz (Home - Kit)

SERIAL NO. 582-961

YEAR OF MANUFACTURE 2004

TOTAL AIRFRAME HRS.
(WHOLE HOURS) 111AIRFRAME CYCLES
(AIR CARRIER ONLY)16. POWER PLANT MAKE/MODEL/SERIES
(IF APPLICABLE)17. PROPELLER MAKE/MODEL/SERIES
(IF APPLICABLE)18. BIOHAZARD AREA YES ☒ NO ☐

19. TYPE OF LANDING GEAR

CONVENTIONAL SKIS
☒ TRICYCLE AMPHIBIOUS
FLOATS

20. INJURY SUMMARY UNKNOWN

FLT. CREW CABIN CREW PASSENGERS OTHER TOTAL
NONE
MINOR
SERIOUS
FATAL 1 1
TOTAL 1 1

14. FAR PART NUMBER

☒ 91 133
103 135 ON DEMAND
105 135 COMMUTER
121 137
125
129

15. TYPE OF AIRCRAFT

AIRPLANE
HELICOPTER
GLIDER
BALLOON
DIRIGIBLE
GYROPLANE
☒ HOMEBUILT /AMATEUR/EXP.
ULTRALIGHT

22. TYPE OF OPERATIONS

☒ PERSONAL
COMMERCIAL
CARGO
INSTRUCTION
CORPORATE
FERRY
AERIAL APPLICATION
AMBULANCE
FIREFIGHTING
BANNER TOW
AIR SHOW
SIGHTSEEING
SKYDIVING
FAR 141 PILOT SCHOOL
MILITARY
FOREIGN
PUBLIC USE
OTHER

26. PHASE OF FLIGHT

GROUND CRUISE ☒ MANEUVER
TAXI DESCENT HOVER
TAKEOFF APPROACH OTHER
CLIMB LANDING

27. ACTUAL WEATHER

IMC ☐ VMC ☒ NOT AVAILABLE ☐

28. RUNWAY CONDITIONS

NOT APPLICABLE ☒
DRY SNOW
WET SLUSH
ICE STANDING WATER

29. GENERAL AVIATION ACCIDENTS ONLY				EVACUATION OVERVIEW			
				30. (AIR CARRIER ONLY)			
DID PILOT ATTEND SAFETY SEMINAR OR CLINIC WITHIN PAST 3 YEARS ?		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> UNKNOWN <input type="checkbox"/>		EVACUATION INITIATED		EVACUATION INJURIES	
DID PILOT PARTICIPATE IN WINGS PROGRAM WITHIN PAST 3 YEARS ?		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> UNKNOWN <input type="checkbox"/>		<input type="checkbox"/> YES <input type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO	
DID PILOT ATTEND ANY OTHER RECURRENT TRAINING WITHIN THE PAST 3 YEARS ?		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> UNKNOWN <input type="checkbox"/>		<input type="checkbox"/> YES <input type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO	
31. PILOT INFORMATION NOT APPLICABLE <input type="checkbox"/>				CERTIFICATE TYPE		SECOND PILOT	
NAME		Paul R. Adams		RECREATIONAL			
DATE OF BIRTH		[REDACTED]		STUDENT		[REDACTED]	
DATE HIRED (AIR CARRIER ONLY)		[REDACTED]		PRIVATE		[REDACTED]	
DOMICILE ZIP CODE		8 7 5 7 1		COMMERCIAL		[REDACTED]	
HOURS MAKE AND MODEL		[REDACTED]		FLIGHT INST.		[REDACTED]	
HOURS LAST 90 DAYS		[REDACTED]		ATP		[REDACTED]	
TOTAL HOURS		[REDACTED]		NON-PILOT		[REDACTED]	
CERTIFICATE NO.							
REGULATORY CHECK RIDE		[REDACTED]		X		[REDACTED]	
32. CORRECTIVE ACTION(S) PLANNED OR INITIATED NONE <input checked="" type="checkbox"/> 44709 REXAM <input type="checkbox"/> EIR <input type="checkbox"/> SDR <input type="checkbox"/> COUNSELING <input type="checkbox"/> M or D <input type="checkbox"/> OTHER <input type="checkbox"/>							
33. NARRATIVE (ATTACH ADDITIONAL SHEETS AS NECESSARY) (ONLY STATE THE FACTS THAT ARE CAUSAL TO THE ACCIDENT/INCIDENT) On August 25, 2007, at 1940 MDT, an Outback Wizard, N7068U, registered to the pilot, impacted terrain inside the Rio Pueblo Canyon at the end of Taos County Road 110 in Taos, New Mexico. The aircraft was being operated on a private flight when the accident occurred. Visual meterological conditions prevailed at the time, and no flight plan was filed. The aircraft was destroyed during the accident, and the pilot was fatally injured. The aircraft originated from the aircraft owner's private airstrip in Taos, New Mexico.							
CONDUCT OF INVESTIGATION							
34. NTSB PARTICIPATION ON-SCENE <input type="checkbox"/> LIMITED <input checked="" type="checkbox"/>				35. FAA PARTICIPATION ON-SCENE <input checked="" type="checkbox"/> NOT ON-SCENE <input type="checkbox"/> SCENE NOT ACCESSIBLE <input type="checkbox"/>			
36. FAA INITIAL NOTIFICATION DATE AND LOCAL TIME 0 8 2 5 0 7 MO DA YR 2 1 5 0 24 - HOUR CLOCK			37. FSDO NOTIFICATION DATE AND LOCAL TIME 0 8 2 5 0 7 MO DA YR 2 2 0 0 24 - HOUR CLOCK			38. FAA IIC ARRIVAL ON SCENE DATE AND LOCAL TIME 0 8 2 5 0 7 MO DA YR 1 3 0 0 24-HR CLOCK	
39. [REDACTED] 2 9 . [REDACTED] FAA HOURS USED FOR TOTAL INVESTIGATION			40. [REDACTED] 5 . [REDACTED] TOTAL HOURS USED AT ACCIDENT SCENE			41. [REDACTED] 6 . [REDACTED] TOTAL TRAVEL HOURS TO & FROM SCENE	
42. FAA NINE RESPONSIBILITIES							
IDENTIFICATION OF RESPONSIBILITIES IS THE INVESTIGATORS OPINION BASED ON HIS/HER INVESTIGATION							
1. FAA FACILITIES YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		4. AIRMAN/AIR AGENCY COMPETENCE YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		7. SECURITY YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
2. NON FAA FACILITIES YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		5. FAR CHANGE NEEDED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		8. AIRMAN MEDICAL QUALIF. YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
3. AIRWORTHINESS YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		6. AIRPORT CERTIFICATION YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		9. FAR VIOALATIONS YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>			
43. BRIEF EXPLANATION OF ISSUES INVOLVED The pilot of the aircraft flew at a low altitude near witnesses seconds before entering the Rio Pueblo canyon and impacting the canyon wall in an area he had been advised by other pilots was not safe to enter in a small aircraft. During an interview, another area pilot reported mountain wave type winds in that area of the canyon made turbulence likely and flight in a light aircraft unsafe. The accident pilot had flown inside the canyon before, and was known to fly at low airspeeds and altitudes. Evidence gathered from the accident site indicate the aircraft was either turning or spinning at the moment of impact. FAA databases do not contain any record of the pilot holding any type of pilot certificate, although witness reports conflict over whether or not he held a light sport pilot certificate.							
44. FAA IIC NAME		DATE		REGION		DISTRICT OFFICE	
Aaron L. Robinson [REDACTED]		08/30/2007		Southwest		SW-01 Albuquerque FSDO	