



**National Transportation Safety Board
Factual Data Collection Report of Accident**

LAX07CA213

Aircraft Reg No: N747PZ
Most Critical Injury: Minor

Location/Time

Nearest City/Place: Strawberry Rese, UT
Occurrence Date: 07/09/2007
Occurrence Time: 0950 MDT

Flight Itinerary

Last Depart. Point: Vernal, UT
Destination: Spanish Fork, UT

Aircraft Information

Type of Aircraft: Airplane (not Homebuilt)
Make/Model: Diamond Acft / DA40-G1000
Serial Number: 40.424
Landing Gear: Tricycle
Engine Type: Reciprocating
Engine Make/Model: Lycoming / IO-360
Aircraft Damage: Substantial
Aircraft Fire: None

Operator Information

Registered Acft Owner: Diamond Flight Center
Operator of Aircraft: Diamond Flight Center
Operator Address: Spanish Fork, UT
Reg. Flt. Conducted Under: Part 91: General Aviation

Weather

Condition of Light: Day
Wx Cond. at Site: Visual Conditions

First Pilot Information

Cert(s)/Rating(s): Private; Single-engine Land

Flight Time (Hours)

Instrument Ratings: None
Medical Cert: Class 1
Date of Last Med. Exam: 02/2007

Total All Aircraft: 141
Total Make/Model: 16

Injury Summary

	Fatal	Serious	Minor/None
Crew	0	0	1
Pass	0	0	3

Narrative

*** This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1***

*** Note: NTSB investigators used data provided by various entities, including, but not limited to, the Federal Aviation Administration and/or the operator and did not travel in support of this investigation to prepare this aircraft accident report. ***

On July 9, 2007, at 0950 mountain daylight time, a Diamond, DA40, N747PZ, collided with terrain while maneuvering in a box canyon 3.5 miles east of the eastern edge of Strawberry Reservoir, Utah. Diamond Flight Center rented the airplane to the pilot who operated it under the provisions of 14 CFR Part 91. The private pilot and one passenger sustained minor injuries; the remaining two passengers were not injured. The airplane was substantially damaged. Visual meteorological conditions prevailed, and no flight plan had been filed. The flight originated at Vernal, Utah, around 0900.

The pilot stated in the Pilot/Operator Aircraft Accident Report, that they were en route back to Spanish Fork, Utah, at 7,500 feet mean sea level (msl) when his passenger spotted an elk. He made a slight left turn in an attempt to view the elk. The maneuver put the airplane into the entrance of a draw. Within seconds the draw started to rapidly converge. The pilot applied full power and started to climb but it was clear that the airplane was not going to clear the terrain. He also determined that a 180-degree turn out of the draw was not possible. He continued to fly the plane straight ahead and bled off as much air speed as possible before colliding with the trees. The airplane impacted the trees, turned 90 degrees, and was captured by the trees in a nose down attitude. The pilot and three passengers were able to egress the airplane without difficulty. The pilot stated that the airplane and engine had no mechanical failures or malfunctions during the flight.

The terrain elevation in the vicinity of the accident site is between 7,000 feet and 9,000 feet msl.

An FAA inspector that examined the airplane wreckage reported that the ELT was in the off position and the remote switch in the cockpit was armed.