



National Transportation Safety Board Aviation Accident Factual Report

Location:	BATON ROUGE, LA	Accident Number:	FTW96LA001
Date & Time:	10/01/1995, 1845 CDT	Registration:	N63286
Aircraft:	AEROSTAR S60A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On October 1, 1995, at 1845 central daylight time, an Aerostar S60A balloon, N63286, was substantially damaged during an approach to land in a field near Baton Rouge, Louisiana. The pilot and two passengers were not injured. The balloon, owned by the pilot, was being operated under Title 14 CFR Part 91. The personal flight was participating in a local ballooning event. A flight plan was not filed and visual meteorological conditions prevailed.

In an interview, the pilot stated that she commenced an approach to land in a field located between power lines and an apartment complex. During the approach, she "passed over the power lines", and about 20 feet prior to touch down, a "sudden, strong gust of wind" pushed the balloon "downward and backward." Subsequently, the envelope contacted the power lines that she had "passed over", and the basket contacted the ground. She further stated that, after contacting the ground, the balloon began to slide sideways and contacted another power line.

Examination of the balloon revealed arcing on the basket attaching cables and a torn envelope.

Pilot Information

Certificate:	Private	Age:	54, Female
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	120 hours (Total, all aircraft), 116 hours (Total, this make and model), 104 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AEROSTAR	Registration:	N63286
Model/Series:	S60A S60A	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:	04/02/1995, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	26 Hours	Engines:	Unknown
Airframe Total Time:	112 Hours	Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	GALE M. SMITH	Rated Power:	
Operator:	GALE M. SMITH	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	95°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	31 °C / 24 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1735 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): ALEXANDER LEMISHKO

Additional Participating Persons: TONY MICELLI; BATON ROUGE, LA

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubin@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.