



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	BATON ROUGE, LA	<b>Accident Number:</b>	FTW96LA001
<b>Date &amp; Time:</b>	10/01/1995, 1845 CDT	<b>Registration:</b>	N63286
<b>Aircraft:</b>	AEROSTAR S60A	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

AFTER AN UNEVENTFUL FLIGHT, THE BALLOON PILOT COMMENCED AN APPROACH TO LAND IN A FIELD LOCATED BETWEEN POWER LINES AND AN APARTMENT COMPLEX. ACCORDING TO THE PILOT, 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 JUST PASSED OVER, AND THE BASKET CONTACTED THE GROUND. AFTER CONTACTING THE GROUND, THE BALLOON BEGAN TO SLIDE SIDEWAYS AND CONTACTED ANOTHER POWER LINE.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO COMPENSATE FOR WIND CONDITIONS AND MAINTAIN ADEQUATE CLEARANCE FROM THE POWER LINES DURING THE APPROACH. A FACTOR WAS THE SUDDEN WIND GUST.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: APPROACH

### Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
2. (C) CLEARANCE - INADEQUATE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - GUSTS

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

4. OBJECT - WIRE, TRANSMISSION

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	AEROSTAR	<b>Registration:</b>	N63286
<b>Model/Series:</b>	S60A S60A	<b>Engines:</b>	Unknown
<b>Operator:</b>	GALE M. SMITH	<b>Engine Manufacturer:</b>	
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / 20 knots, 95°
<b>Temperature:</b>	31° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ALEXANDER LEMISHKO	<b>Adopted Date:</b>	12/19/1995
<b>Investigation Docket:</b>	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 <a href="mailto:pubin@ntsb.gov">pubin@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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