



National Transportation Safety Board Aviation Accident Final Report

Location:	BENTONVILLE, AR	Accident Number:	FTW93LA147
Date & Time:	05/01/1993, 1845 CDT	Registration:	N6465K
Aircraft:	RAVEN S-55A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation - - Sightseeing

Analysis

THE PILOT REPORTED THAT THE WIND PICKED UP THE BALLOON AND DRAGGED IT INTO A BARBED WIRE FENCE WHILE THE BALLOON WAS BEING DEFLATED AFTER LANDING. WINDS IN THE AREA WERE REPORTED FROM THE SOUTH AT 9 KNOTS

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
AIRCRAFT CONTROL WAS NOT MAINTAINED BY THE PILOT. A FACTOR WAS UNFAVORABLE WINDS

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: STANDING

Findings

1. (F) WEATHER CONDITION - GUSTS

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: OTHER

Findings

2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. OBJECT - FENCE

Factual Information

On May 1, 1993, at approximately 1845 central daylight time, during landing near Bentonville, Arkansas, a Raven S 55A, N6465K, was substantially damaged when it impacted a fence. The pilot and two passengers did not sustain injury. Visual meteorological conditions prevailed for the business flight.

The pilot reported to the Fayetteville Flight Service Station that he had departed approximately one mile west of Rogers, Arkansas, for a local flight at approximately 1745. He further reported that the "wind picked up the balloon and dragged it into a barbed wire fence." The flight service station reported the winds from the south at nine knots.

The pilot reported to the Safety Board that a "gust of wind hit the balloon blowing the envelope into a wire fence" while the balloon was being deflated.

The balloon was released to the owner following the investigation.

Pilot Information

Certificate:	Commercial	Age:	36, Male
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:	218 hours (Total, all aircraft), 149 hours (Total, this make and model), 207 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	RAVEN	Registration:	N6465K
Model/Series:	S-55A S-55A	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	S55A-3022
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:	05/01/1992, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	42 Hours	Engines:	0 Unknown
Airframe Total Time:	252 Hours	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	DIETZ, EDWARD K.	Rated Power:	
Operator:	DIETZ, EDWARD K.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FYV, 1251 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1852 CDT	Direction from Accident Site:	355°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	25° C / 13° C
Precipitation and Obscuration:			
Departure Point:	ROGERS, AR (NONE)	Type of Flight Plan Filed:	None
Destination:	(NONE)	Type of Clearance:	None
Departure Time:	1745 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): JOYCE M SMITH **Report Date:** 10/25/1993

Additional Participating Persons: WES CROOK; LITTLE ROCK, AR

Publish Date:

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).