



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	BENTONVILLE, AR	<b>Accident Number:</b>	FTW93LA147
<b>Date &amp; Time:</b>	05/01/1993, 1845 CDT	<b>Registration:</b>	N6465K
<b>Aircraft:</b>	RAVEN S-55A	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	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

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  
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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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	36
<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>	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

<b>Aircraft Make:</b>	RAVEN	<b>Registration:</b>	N6465K
<b>Model/Series:</b>	S-55A S-55A	<b>Engines:</b>	0 Unknown
<b>Operator:</b>	DIETZ, EDWARD K.	<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 - - Sightseeing		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FYV, 1251 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 25000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 180°
<b>Temperature:</b>	25° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ROGERS, AR (NONE)	<b>Destination:</b>	(NONE)

## 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>	JOYCE M SMITH	<b>Adopted Date:</b>	10/25/1993
<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:pubinq@ntsb.gov">pubinq@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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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.