



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	GREEN RIVER, UT	<b>Accident Number:</b>	SEA93LA017
<b>Date &amp; Time:</b>	11/02/1992, 0900 MST	<b>Registration:</b>	N57139
<b>Aircraft:</b>	RAVEN AX-9	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT TOOK OFF FROM A REMOTE SITE WITHOUT OBTAINING A WEATHER BRIEFING, ENCOUNTERED FCST TURB DURING THE INITIAL CLIMB, WHICH PITCHED THE BALLOON INTO AN UNUSUAL ATTITUDE AND PARTIALLY DEFLATED THE ENVELOPE. THE PILOT INITIATED AN EMERGENCY FORCED LANDING, ACTIVATED THE DEFLATION LINE AT 40 FT. AGL, AND THE BASKET IMPACTED THE GROUND AT 400 TO 600 FPM. AN ADVISORY WAS IN EFFECT FOR OCNL MDT TO ISOLD SVR TURB.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADEQUATE PREFLT PLANNING/PREPARATION BY THE PILOT RESULTING IN INFLT ENCOUNTER WITH WEATHER AND HIS FAILURE TO MAINTAIN PROPER RATE OF DESCENT DURING AN EMERGENCY FORCED LANDING. A FACTOR RELATING TO THE ACCIDENT WAS THE TURBULENT WEATHER CONDITIONS.

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CLIMB

Findings

1. (F) WEATHER CONDITION - TURBULENCE
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Balloon; Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	514 hours (Total, all aircraft), 54 hours (Total, this make and model), 364 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 12 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>	N57139
<b>Model/Series:</b>	AX-9 AX-9	<b>Aircraft Category:</b>	Balloon
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	S66A-111
<b>Landing Gear Type:</b>		<b>Seats:</b>	0
<b>Date/Type of Last Inspection:</b>	04/17/1992, Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>	14 Hours	<b>Engines:</b>	0 Unknown
<b>Airframe Total Time:</b>	588 Hours	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	SUNSET BALLOON FLIGHTS, INC	<b>Rated Power:</b>	
<b>Operator:</b>	MARKLE, JOHN R.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HVE, 4444 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	0735 MST	Direction from Accident Site:	190°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	60 Miles
Lowest Ceiling:	Broken / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C / -2°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0855 MST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	3 Serious, 1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Serious, 1 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PRENTISS E MANGUM	Report Date:	09/14/1993
Additional Participating Persons:	DAVE CAWTHRA; SALT LAKE CITY, UT		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).