



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	HARRISON, AR	<b>Accident Number:</b>	DEN91LA001
<b>Date &amp; Time:</b>	10/01/1990, 1730 CDT	<b>Registration:</b>	N4264D
<b>Aircraft:</b>	Raven S-60A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE STUDENT PILOT HAD BEEN FLYING HIS BALLOON FOR ABOUT AN HOUR WHEN HE ELECTED TO LAND. HE ATTEMPTED TO LAND IN AN ESTIMATED 15 KNOT WIND. HE SAID THAT WHEN THE BALLOON TOUCHED DOWN, THE WIND STARTED TO DRAG THE BALLOON TOWARD SOME ELECTRICAL POWER LINES. HE JUMPED OUT OF THE BASKET JUST PRIOR TO THE BALLOON STRIKING THE WIRES. THE BALLOON SUSTAINED SUBSTANTIAL DAMAGE TO THE ENVELOPE IN A POSTACCIDENT FIRE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S IMPROPER INFLIGHT PLANNING AND INACCURATE EVALUATION OF THE SURFACE WEATHER. A FACTOR WAS THE UNFAVORABLE WIND.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (C) WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	25, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Unknown Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5 hours (Total, all aircraft), 5 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 3 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>	N4264D
<b>Model/Series:</b>	S-60A S-60A	<b>Aircraft Category:</b>	Balloon
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	S60A-292
<b>Landing Gear Type:</b>		<b>Seats:</b>	0
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	0 Unknown
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>		<b>Rated Power:</b>	
<b>Operator:</b>	MIKE MILLS	<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:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Thin Overcast / 25000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	135°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	(NONE)	Type of Clearance:	None
Departure Time:	1640 CDT	Type of Airspace:	

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	ROBERT B COLLINS	Report Date:	11/09/1992
Additional Participating Persons:			
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: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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).