



Aviation Investigation Final Report

Location:	GOSHEN, Indiana	Accident Number:	CHI92LA096
Date & Time:	October 19, 1991, 17:45 Local	Registration:	N6092K
Aircraft:	CAMERON N120	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 4 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE BALLOON MADE A HARD LANDING IN A CORN FIELD THAT HAD BEEN CUT. WINDS REPORTED BY THE PILOT WERE FROM 300 DEGREES MAGNETIC AT 10 KNOTS. THE PILOT WAS SELF BRIEFED ON THE WEATHER. ONE PASSENGER WAS SERIOUSLY INJURED IN THE LANDING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN IMPROPER TOUCHDOWN BY THE PILOT IN COMMAND.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. WEATHER CONDITION - UNFAVORABLE WIND
 2. (C) TOUCHDOWN - IMPROPER USE OF - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	None	Seat Occupied:	Center
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:	UNK	Last Flight Review or Equivalent:	
Flight Time:	423 hours (Total, all aircraft), 258 hours (Total, this make and model), 407 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CAMERON	Registration:	N6092K
Model/Series:	N120 N120	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5513
Landing Gear Type:	Hull	Seats:	6
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	0 Unknown
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	ELKHART BALLOON, INC.	Rated Power:	
Operator:	ELKHART BALLOON, INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ELKHART , IN	Type of Flight Plan Filed:	None
Destination:	GOSHEN , IN	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	1 Serious, 3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 4 None	Latitude, Longitude:	41.720569,-85.810333(est)

Administrative Information

Investigator In Charge (IIC):	Dinwiddie, Carl
Additional Participating Persons:	DAVID L SHICK; SOUTH BEND , IN
Original Publish Date:	April 23, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15400

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).