



Aviation Investigation Final Report

Location:	ALBUQUERQUE, New Mexico	Accident Number:	DEN86LA010
Date & Time:	October 13, 1985, 18:00 Local	Registration:	N4395C
Aircraft:	RAVEN S60A	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 Serious, 1 Minor, 3 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

DURING LANDING, WHILE THE BASKET OF A RAVEN BALLOON WAS BEING PULLED BY THE WIND DRIVEN ENVELOPE, IT STRUCK A FENCE AND A MOBILE HOME TRAILER. OF THE FOUR PASSENGERS ABOARD, ONE RECEIVED MINOR INJURIES AND ONE RECEIVED SERIOUS INJURIES. THE PILOT STATED THAT IF HE HAD HAD MORE EXPERIENCE IN THIS TYPE BALLOON, HE MIGHT HAVE DONE THINGS DIFFERENTLY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

1. (F) WEATHER CONDITION - HIGH WIND
 2. (C) COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
 3. (C) JUDGMENT - POOR - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

- 4. OBJECT - FENCE
- 5. OBJECT - RESIDENCE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	32, 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:	UNK	Last Flight Review or Equivalent:	
Flight Time:	174 hours (Total, all aircraft), 23 hours (Total, this make and model), 174 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	RAVEN	Registration:	N4395C
Model/Series:	S60A S60A	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	314
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:	August 2, 1985 100 hour	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	Unknown
Airframe Total Time:	953 Hrs	Engine Manufacturer:	none
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	KENNY GIBSON	Rated Power:	
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	CALIFORNIA BALLOON CENTER	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ABQ ,5352 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	17:46 Local	Direction from Accident Site:	156°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	69 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	TRSA

Airport Information

Airport:	UNKNOWN	Runway Surface Type:	Dirt;Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry;Rough
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	1 Serious, 1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor, 3 None	Latitude, Longitude:	35.109962,-106.619262(est)

Administrative Information

Investigator In Charge (IIC): Mickle, Ronald

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=16873>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).