



Aviation Investigation Final Report

Location:	FORT COLLINS, Colorado	Accident Number:	DEN86LA229
Date & Time:	August 9, 1986, 07:45 Local	Registration:	N2805F
Aircraft:	RAVEN S-66A	AERO STAR	Aircraft Damage: Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT RPRTD HE BEGAN VENTING THE BALLOON IN PREPARATION FOR A LANDING IN A FIELD. THE BALLOON ENCOUNTERED A WIND SHIFT & STARTED DRIFTING TOWARD POWERLINES. THE PLT SAID THERE WAS NOT ENOUGH TIME TO ADD HEAT TO AVOID THE POWERLINES, SO HE HELD THE VENT OPEN AS WIDE AS POSSIBLE. HOWEVER, THE ENVELOPE CONTACTED THE WIRES, WHICH ARCED & DAMAGED THREE PANELS.

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 OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. (F) OBJECT - WIRE, TRANSMISSION
5. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	34, 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 None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	83 hours (Total, all aircraft), 4 hours (Total, this make and model), 21 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	RAVEN	Registration:	N2805F
Model/Series:	AERO STAR S-66A AERO STAR	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	S66A-3007
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	750 lbs
Time Since Last Inspection:	6 Hrs	Engines:	Unknown
Airframe Total Time:	6 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	MARK HALL AND DARRELL MOELLER	Rated Power:	
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	NEW HORIZONS BALLOONING	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:	07:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FORT COLLINS , CO	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.589076,-105.129608(est)

Administrative Information

Investigator In Charge (IIC): Tranter, Verlin

Additional Participating Persons: GEORGE PECHAR; BROOMFIELD , CO

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=17035>

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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](#).