



Aviation Investigation Final Report

Location:	COLORADO SPRING, Colorado	Accident Number:	DEN87LA232
Date & Time:	September 5, 1987, 08:00 Local	Registration:	N32201
Aircraft:	National Balloon 858	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE COMMERCIAL BALLOON PLT WAS COMPETING IN A BALLOON RACE. WHILE LANDING, WITH THE BASKET ON THE GROUND, THE BALLOON DRIFTED INTO POWER LINES. A LARGE HOLE WAS BURNED IN THE ENVELOPE, AND THE BASKET WAS DAMAGED. THE PLT AND TWO PASSENGERS JUMPED FROM THE BASKET JUST PRIOR TO WIRE CONTACT AND WERE NOT INJURED.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT Phase of Operation: LANDING

Findings

1. (F) OBJECT - WIRE, TRANSMISSION

2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Occurrence #2: FIRE Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	42,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:	230 hours (Total, all aircraft), 230 hours (Total, this make and model), 210 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	National Balloon	Registration:	N32201
Model/Series:	858 858	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	111
Landing Gear Type:	Hull	Seats:	
Date/Type of Last Inspection:	September 1, 1987 Annual	Certified Max Gross Wt.:	600 lbs
Time Since Last Inspection:	1 Hrs	Engines:	0 Unknown
Airframe Total Time:	112 Hrs	Engine Manufacturer:	UNKNOWN
ELT:	Not installed	Engine Model/Series:	UNKNOWN
Registered Owner:	ROBERT H PETZINGER	Rated Power:	
Operator:	ROBERT H. PETZINGER	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Vieual (VMC)	Condition of Light:	Dev
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	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	135°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	TRSA

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Valley/terrain following

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	38.82069,-104.700569(est)

Administrative Information

Investigator In Charge (IIC):	Collins, Robert	
Additional Participating Persons:	JOE JORDAN; AURORA , CO	
Original Publish Date:	October 7, 1988	
Last Revision Date:		
Investigation Class:	<u>Class</u>	
Note:		
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=17305	

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 <u>here</u>.