



Aviation Investigation Final Report

Location:	FORT MORGAN, Colorado	Accident Number:	DEN88LA201
Date & Time:	August 27, 1988, 09:00 Local	Registration:	N779TV
Aircraft:	RAVEN S55A	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT REPORTED THAT AT THE TIME OF TAKEOFF, THE WINDS WERE 'LIGHT TO MODERATE FROM 015 DEG AT 5 KTS OR LESS.' SHORTLY AFTER TAKEOFF, THE WINDS INCREASED TO 10-15 KTS AND THE PLT DECIDED TO LAND ON 'GRASSY, RELATIVELY SMOOTH TERRAIN.' THE PLT SAID HE INSTRUCTED HIS TWO PAX TO 'BEND THEIR KNEES' AT OR JUST BEFORE TOUCHDOWN. ONE PAX LOCKED HER KNEES AND SUSTAINED A FRACTURED ANKLE. THERE WERE NO INJURIES TO THE PLT OR THE OTHER PAX, AND THE BALLOON WAS NOT DAMAGED.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PASSENGER
2. TERRAIN CONDITION - OPEN FIELD
3. (F) TERRAIN CONDITION - BERM
4. (F) WEATHER CONDITION - UNFAVORABLE WIND

Factual Information

Pilot Information

Certificate:	Private	Age:	41, 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:	48 hours (Total, all aircraft), 48 hours (Total, this make and model), 32 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	RAVEN	Registration:	N779TV
Model/Series:	S55A S55A	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	S55A-541
Landing Gear Type:	Hull	Seats:	
Date/Type of Last Inspection:	August 2, 1988 100 hour	Certified Max Gross Wt.:	1435 lbs
Time Since Last Inspection:	29 Hrs	Engines:	0 Unknown
Airframe Total Time:	266 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	DAN E & CHARLENE L. FRANKS	Rated Power:	
Operator:		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:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 8 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	15°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:10 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
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:	None
Passenger Injuries:	1 Serious, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 None	Latitude, Longitude:	40.260158,-103.790443(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	DAVID F GONZALES; AURORA , CO
Original Publish Date:	July 10, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17540

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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](#).