



Aviation Investigation Final Report

Location:	LITTLETON, Colorado	Accident Number:	DEN90LA048
Date & Time:	February 3, 1990, 09:30 Local	Registration:	N29675
Aircraft:	CAMERON N105	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING AN APPROACH TO LANDING, THE BALLOON PILOT ESTIMATED THAT THE WIND HAD GROWN STRONGER THAN ANTICIPATED. HE SAID HE ATTEMPTED TO SPILL AIR TO INCREASE THE RATE OF DESCENT BY USE OF THE RED LINE, BUT IT SLIPPED THROUGH HIS GLOVED HAND. HE SAID THE BALLOON WAS CARRIED 300 FEET FARTHER THAN THE PLANNED TOUCHDOWN POINT, WHERE THE ENVELOPE DRAPED OVER POWER LINES. HE SAID THE WIRE CONTACT TORE A VERTICAL RIP SEVERAL FEET LONG IN THE ENVELOPE. THE PILOT AND PASSENGER EXITED THE GONDOLA WITHOUT INJURY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE COMPENSATION FOR THE WIND CONDITIONS BY THE PILOT IN COMMAND.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. OBJECT - WIRE, TRANSMISSION

Factual Information

Pilot Information

Certificate:	Student	Age:	31, 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):		Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	51 hours (Total, all aircraft), 21 hours (Total, this make and model), 40 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CAMERON	Registration:	N29675
Model/Series:	N105 N105	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	5064
Landing Gear Type:		Seats:	0
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	0 Hrs	Engines:	Unknown
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:		Rated Power:	
Operator:	MYLES A. PRYSBY	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	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:	(NONE)	Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.489246,-105.050682(est)

Administrative Information

Investigator In Charge (IIC):	Collins, Robert
Additional Participating Persons:	DAVE GONZALES; DENVER , CO
Original Publish Date:	September 29, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17885

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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](#).