



Aviation Investigation Final Report

Location:	DURANGO, Colorado	Accident Number:	DEN93LA026
Date & Time:	January 31, 1993, 09:45 Local	Registration:	N3581T
Aircraft:	RAVEN RX7	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE HOT AIR BALLOON WAS ABOUT 200 FEET AGL AND SEVERAL HUNDRED YARDS SOUTH OF THE RIM OF A BLUFF. A ROTOR WIND SUDDENLY PUSHED THE BALLOON TOWARDS POWERLINES. THE PILOT CONSIDERED 'RIPPING OUT' THE ENVELOPE BUT OPTED TO ACTIVATE THE BURNER IN AN ATTEMPT TO CLIMB. HE WAS SUCCESSFUL IN HALTING THE BALLOON'S DESCENT, BUT THE BURNER 'FLAMED OUT.' THE BALLOON CONTACTED THE WIRES. THE WIRES ARCED THEN BROKE. THE PILOT WAS ABLE TO RELIGHT THE BURNER AND MAKE AN UNEVENTFUL LANDING. SUBSTANTIAL DAMAGE WAS REPORTED TO THE BALLOON UPRIGHTS AND BASKET.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PARTIAL FAILURE OF THE BALLOON'S BURNER FOR UNDETERMINED REASONS. A FACTOR WAS: UNFAVORABLE WIND.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. (C) BALLOON EQUIPMENT, BURNER SYSTEM - FAILURE, PARTIAL
2. (C) REASON FOR OCCURRENCE UNDETERMINED

3. (F) WEATHER CONDITION - UNFAVORABLE WIND
4. OBJECT - WIRE, TRANSMISSION

Factual Information

Pilot Information

Certificate:	Commercial	Age:	57, 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:	January 2, 1900
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	681 hours (Total, all aircraft), 218 hours (Total, this make and model), 671 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	RAVEN	Registration:	N3581T
Model/Series:	RX7 RX7	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	RX7-3220
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:	January 4, 1993 Annual	Certified Max Gross Wt.:	1430 lbs
Time Since Last Inspection:	7 Hrs	Engines:	0 Unknown
Airframe Total Time:	200 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	CHAPEL, WILLIAM L.	Rated Power:	
Operator:	CHAPEL, WILLIAM L.	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:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	08:30 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	37.270019,-107.879264(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	MAX MCARTHUR; SALT LAKE CITY , UT
Original Publish Date:	October 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18272

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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](#).