



Aviation Investigation Final Report

Location:	NAPLES, Florida	Accident Number:	MIA88LA036
Date & Time:	November 5, 1987, 17:45 Local	Registration:	N4094G
Aircraft:	RAVEN S-66A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER LIFTOFF WITH THE DEFLATION PANEL PARTIALLY OPEN, THE FLT CONTINUED TOWARDS THE LANDING LOCATION. WITH A HIGH RATE OF DESCENT ESTABLISHED, THE PLT REALIZED THAT THE BALLOON WOULD NOT CLEAR THE POWERLINES THAT WERE AHEAD OF THE LANDING LOCATION. HE THEN PULLED THE DEFLATION PANEL CORD, AFTER WHICH THE BALLOON DESCENDED RAPIDLY. THE GONDOLA TOUCHED DOWN AFTER WHICH THE ENVELOPE FELL ACROSS THE POWERLINES.

Probable Cause and Findings

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

Findings

Occurrence #1: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

- Findings
1. (F) BALLOON EQUIPMENT, ENVELOPE - OPEN
 2. (C) AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) OBJECT - WIRE, TRANSMISSION

4. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	47, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 21, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	26030 hours (Total, all aircraft), 162 hours (Total, this make and model), 375 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	RAVEN	Registration:	N4094G
Model/Series:	S-66A S-66A	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	S66A126
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:	December 21, 1986 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	Unknown
Airframe Total Time:	136 Hrs	Engine Manufacturer:	UNKNOWN
ELT:		Engine Model/Series:	UNKNOWN
Registered Owner:	ADVERTURES ALOFT, INC	Rated Power:	
Operator:	ALLEN, DAVID	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:	FMY ,18 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	17:54 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	Class D

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: February 14, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=32090>

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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](#).