



# Aviation Investigation Final Report

<b>Location:</b>	TAMPA, Florida	<b>Accident Number:</b>	MIA89LA010
<b>Date &amp; Time:</b>	October 15, 1988, 07:45 Local	<b>Registration:</b>	N65523
<b>Aircraft:</b>	RAVEN S-60A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

DRG AN APCH TO LAND, THE PLT SAW SOME BUSHES & ANOTHER BALLOON (WHICH HAD ALREADY LANDED) IN HIS INTENDED LANDING AREA. HE APPLIED BURNER TO SOAR OVER THE OBSTACLES, THEN PULLED THE ENVELOPE VENT TO QUICKLY DESCEND AFTER THE OBSTACLES HAD BEEN CLEARED. HE RPRTD THAT WITH NO PAX ABOARD, THE REACTION TIME OF THE VENTING PROCESS TOOK LONGER THAN ANTICIPATED. THE BALLOON WAS LANDED NEXT TO POWER LINES, & SUBSEQUENTLY, THE ENVELOPE BECAME DRAPED OVER THE LINES. A FIRE ERUPTED FROM CONTACT WITH THE LINES & HOLES WERE BURNED IN THE ENVELOPE. THE PLT STATED THE BALLOON WAS TOO BIG TO FLY IN WINDY CONDITIONS WITH ONLY A PLT ABOARD. HE BELIEVED THE ACDNT COULD HAVE BEEN AVOIDED BY HAVING MORE WEIGHT ON BOARD IN THE FORM OF PAX OR BALLAST.

## 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) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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Occurrence #2: FIRE

Phase of Operation: LANDING

Findings

3. BALLOON EQUIPMENT, ENVELOPE - BURNED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1480 hours (Total, all aircraft), 1400 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	RAVEN	<b>Registration:</b>	N65523
<b>Model/Series:</b>	S-60A S-60A	<b>Aircraft Category:</b>	Balloon
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	560A-3073
<b>Landing Gear Type:</b>	Hull	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	July 8, 1988 Annual	<b>Certified Max Gross Wt.:</b>	1800 lbs
<b>Time Since Last Inspection:</b>	12 Hrs	<b>Engines:</b>	Unknown
<b>Airframe Total Time:</b>	12 Hrs	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	ORANGE BLOSSOM BALLOONS, INC	<b>Rated Power:</b>	
<b>Operator:</b>	ORANGE BLOSSOM BALLOONS, INC.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots / 15 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	140°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	21°C / 20°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:35 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	28.069295,-82.559394(est)

## Administrative Information

**Investigator In Charge (IIC):** Bird, Ronald

**Additional Participating Persons:**

**Original Publish Date:** January 8, 1990

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=32344>

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.

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