



Aviation Investigation Final Report

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| Location: | TRENTON, New Jersey | Accident Number: | NYC92LA014 |
| Date & Time: | October 20, 1991, 08:45 Local | Registration: | N4057H |
| Aircraft: | AEROSTAR RAVEN S-60 | Aircraft Damage: | None |
| Defining Event: | | Injuries: | 1 Serious, 4 None |
| Flight Conducted Under: | Part 91: General aviation | | |

Analysis

DURING THE LANDING PHASE FOLLOWING A PLEASURE FLIGHT, THE PILOT ALLOWED AN EXCESSIVE DESCENT RATE AND THE BASKET STRUCK THE GROUND AND TURNED OVER. THE FOUR PASSENGERS WERE JOSTLED IN THE BASKET WHICH WAS DESIGNED FOR TWO OCCUPANTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: EXCESSIVE DESCENT RATE BY THE PILOT IN COMMAND. A FACTOR WAS OVERLOADING OF THE BASKET.

Findings

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

Findings

1. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
2. (F) AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

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| Certificate: | Commercial | Age: | 29, 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: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 45 hours (Total, all aircraft), 45 hours (Total, this make and model), 6 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-----------------------|---------------------------------------|-----------|
| Aircraft Make: | AEROSTAR | Registration: | N4057H |
| Model/Series: | RAVEN S-60 RAVEN S-60 | Aircraft Category: | Balloon |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | S60A-187 |
| Landing Gear Type: | | Seats: | 2 |
| Date/Type of Last Inspection: | June 1, 1991 Annual | Certified Max Gross Wt.: | 1800 lbs |
| Time Since Last Inspection: | | Engines: | 0 Unknown |
| Airframe Total Time: | 370 Hrs | Engine Manufacturer: | |
| ELT: | Not installed | Engine Model/Series: | |
| Registered Owner: | AIRE, HARRISON | Rated Power: | |
| Operator: | AIRE, HARRISON | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|----------|
| 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 | 30 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 7 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 330° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 14°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | RINGOES , NJ | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 00:00 Local | Type of Airspace: | Class G |

Airport Information

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

Wreckage and Impact Information

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|----------------------------|-------------------|-----------------------------|------|
| Crew Injuries: | 1 None | Aircraft Damage: | None |
| Passenger Injuries: | 1 Serious, 3 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Serious, 4 None | Latitude, Longitude: | |

Administrative Information

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| Investigator In Charge (IIC): | Wiemeyer, Norman |
| Additional Participating Persons: | JESSE KERNS; PHILADELPHIA , PA |
| Original Publish Date: | April 23, 1993 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=37095 |

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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](#).