



Aviation Investigation Final Report

Location:	DRIGGS, Idaho	Accident Number:	SEA92LA145
Date & Time:	July 6, 1992, 09:35 Local	Registration:	N1613B
Aircraft:	AVIAN BALLOON MAGNUM IX	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	6 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

WHILE EXECUTING A LANDING IN A FIELD THE PILOT IN COMMAND OF THE PART 91 BALLOON FLIGHT DESCENDED TO 60 FEET AGL IN THE VICINITY OF ELECTRICAL TRANSMISSION LINES. JUST BEFORE CROSSING THE LINES THE BALLOON SUDDENLY DESCENDED TO 30 AGL FEET. THE PILOT IN COMMAND ELECTED TO STRIKE THE WIRES AS HE BELIEVED THAT AN ASCENT OVER THE WIRES WAS NOT POSSIBLE. DURING THE WIRE STRIKE AND LANDING, A FIRE DEVELOPED WHICH CONSUMED BOTH THE BALLOON AND GONDOLA.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S FAILURE TO INSURE ADEQUATE CLEARANCE. FACTORS CONTRIBUTING TO THE ACCIDENT WERE: WEATHER CONDITION (DOWNDRAFT) AND OBJECT (TRANSMISSION WIRES).

Findings

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

Findings

1. (F) WEATHER CONDITION - DOWNDRAFT

2. (F) OBJECT - WIRE, TRANSMISSION
3. (C) CLEARANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FIRE/EXPLOSION
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	63, 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:	Unknown None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1961 hours (Total, all aircraft), 1734 hours (Total, this make and model), 1914 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AVIAN BALLOON	Registration:	N1613B
Model/Series:	MAGNUM IX MAGNUM IX	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	154
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:	March 5, 1992 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	66 Hrs	Engines:	0 Unknown
Airframe Total Time:	346 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	CARE, JACK, LTD.	Rated Power:	
Operator:	W.G.E., INC.	Operating Certificate(s) Held:	None
Operator Does Business As:	RAINBOW BALLOONS	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	IDA ,4740 ft msl	Distance from Accident Site:	43 Nautical Miles
Observation Time:	09:49 Local	Direction from Accident Site:	210°
Lowest Cloud Condition:	Scattered / 12000 ft AGL	Visibility	60 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	5 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	43.73059,-111.220565(est)

Administrative Information

Investigator In Charge (IIC):	Mccreary, Steven
Additional Participating Persons:	D. PERRY; SALT LAKE CITY , UT
Original Publish Date:	August 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=42849

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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](#).