



# Aviation Investigation Final Report

<b>Location:</b>	GREEN RIVER, Utah	<b>Accident Number:</b>	SEA93LA017
<b>Date &amp; Time:</b>	November 2, 1992, 09:00 Local	<b>Registration:</b>	N57139
<b>Aircraft:</b>	RAVEN                      AX-9	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT TOOK OFF FROM A REMOTE SITE WITHOUT OBTAINING A WEATHER BRIEFING, ENCOUNTERED FCST TURB DURING THE INITIAL CLIMB, WHICH PITCHED THE BALLOON INTO AN UNUSUAL ATTITUDE AND PARTIALLY DEFLATED THE ENVELOPE. THE PILOT INITIATED AN EMERGENCY FORCED LANDING, ACTIVATED THE DEFLATION LINE AT 40 FT. AGL, AND THE BASKET IMPACTED THE GROUND AT 400 TO 600 FPM. AN ADVISORY WAS IN EFFECT FOR OCNL MDT TO ISOLD SVR TURB.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADEQUATE PREFLT PLANNING/PREPARATION BY THE PILOT RESULTING IN INFLT ENCOUNTER WITH WEATHER AND HIS FAILURE TO MAINTAIN PROPER RATE OF DESCENT DURING AN EMERGENCY FORCED LANDING. A FACTOR RELATING TO THE ACCIDENT WAS THE TURBULENT WEATHER CONDITIONS.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CLIMB

### Findings

1. (F) WEATHER CONDITION - TURBULENCE
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Balloon; Glider	<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 Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	514 hours (Total, all aircraft), 54 hours (Total, this make and model), 364 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 12 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>	N57139
<b>Model/Series:</b>	AX-9 AX-9	<b>Aircraft Category:</b>	Balloon
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	S66A-111
<b>Landing Gear Type:</b>		<b>Seats:</b>	0
<b>Date/Type of Last Inspection:</b>	April 17, 1992 Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>	14 Hrs	<b>Engines:</b>	0 Unknown
<b>Airframe Total Time:</b>	588 Hrs	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	SUNSET BALLOON FLIGHTS, INC	<b>Rated Power:</b>	
<b>Operator:</b>	MARKLE, JOHN R.	<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>	HVE ,4444 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	07:35 Local	<b>Direction from Accident Site:</b>	190°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	60 miles
<b>Lowest Ceiling:</b>	Broken / 8000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	1°C / -2°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>	08:55 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 Serious, 1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 Serious, 1 Minor	<b>Latitude, Longitude:</b>	38.979804,-110.650985(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mangum, Prentiss
<b>Additional Participating Persons:</b>	DAVE CAWTHRA; SALT LAKE CITY , UT
<b>Original Publish Date:</b>	September 14, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=42959">https://data.nts.gov/Docket?ProjectID=42959</a>

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