



# Aviation Investigation Final Report

<b>Location:</b>	LINCOLN, Illinois	<b>Accident Number:</b>	CHI00LA270
<b>Date &amp; Time:</b>	August 25, 2000, 18:20 Local	<b>Registration:</b>	N1073R
<b>Aircraft:</b>	Raven AS-55A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The balloon contacted power lines shortly after takeoff. The pilot reported he was preoccupied with a radio transmission and with looking for the keys to the chase van, which he had in his pocket. He reported that when he looked up the balloon was close to power lines. He reported they were too close to the power lines to fire the burner. The balloon contacted the power lines. The pilot then vented the balloon and it descended to the ground where he and the passenger exited the basket. The balloon continued across a road where it contacted additional power lines.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot failed to maintain clearance with the power lines. Factors associated with the accident were the pilot's attention was diverted and the power lines which the balloon contacted.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) OBJECT - WIRE, TRANSMISSION
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

3. (F) DIVERTED ATTENTION - PILOT IN COMMAND  
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT

## Factual Information

On August 25, 2000, at 1820 central daylight time, a Raven AS-55A, N1073R, collided with power lines shortly after takeoff from the Lincoln Fairgrounds, Lincoln, Illinois. The commercial balloon pilot and his passenger were not injured. The balloon was substantially damaged. The 14 CFR Part 91 flight was operating in visual meteorological conditions and no flight plan was filed for the local flight. The flight originated just prior to the accident.

The pilot reported that after lift-off, "I was preoccupied with radio transmission and looking for keys to the chase van that I had in my pocket. I threw key to ground. It felt like a slight false lift, looked up and was descending and very close to power lines. Told passenger not to touch anything as was too close to power lines to burn. We contacted the lines, there was an arch. I quickly vented off. My decision not to rip out was because my rip line has cable on top and also metal ring where it is secured to my uprights. The vent line has no metal attachment - also due to height."

The pilot reported that the basket slid down the wire to the ground where he and the passenger exited the basket. He reported that the balloon continued across a road where it contacted additional power lines.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	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>	Unknown Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Raven	<b>Registration:</b>	N1073R
<b>Model/Series:</b>	AS-55A AS-55A	<b>Aircraft Category:</b>	Balloon
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	260
<b>Landing Gear Type:</b>		<b>Seats:</b>	0
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1435 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	Unknown
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>		<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	GEORGE A. NORMAN	<b>Rated Power:</b>	
<b>Operator:</b>		<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>	SPI ,597 ft msl	<b>Distance from Accident Site:</b>	29 Nautical Miles
<b>Observation Time:</b>	18:54 Local	<b>Direction from Accident Site:</b>	230°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	130°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 21°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>	00:00 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>	
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	40.15018,-89.35942(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sullivan, Pamela
<b>Additional Participating Persons:</b>	DAVID SLAYBAUGH; SPRINGFIELD , IL
<b>Original Publish Date:</b>	May 18, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=50097">https://data.ntsb.gov/Docket?ProjectID=50097</a>

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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](#).