



Aviation Investigation Final Report

Location:	LONGMONT, Colorado	Accident Number:	DEN82FTE18
Date & Time:	April 24, 1982, 08:30 Local	Registration:	N72AV
Aircraft:	AVIAN BALLOON SKYHAWK	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 3 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT TOOKOFF IN THE BALLOON WITH THREE PASSENGERS ON A SIGHT-SEEING FLIGHT. THE WIND WAS FROM 200 DEGREES AT 5 GUSTING 7 KNOTS. A LARGE FIELD WAS SELECTED FOR LANDING. WHILE USING A HIGH WIND LANDING PROCEDURE, THE GONDOLA TIPPED OVER DURING TOUCHDOWN. ONE PASSENGER FELL OUT AND FRACTURED A VERTEBRA.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) LEVEL OFF - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	33, Male
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 21, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1798 hours (Total, all aircraft), 30 hours (Total, this make and model), 1686 hours (Pilot In Command, all aircraft), 119 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AVIAN BALLOON	Registration:	N72AV
Model/Series:	SKYHAWK SKYHAWK	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	72
Landing Gear Type:		Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:	54 Hrs	Engines:	0 Unknown
Airframe Total Time:	54 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	AERONAUTS PARTNERSHIP	Rated Power:	
Operator:	AERONAUTS PARTNERSHIP	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

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:	Unknown	Visibility	50 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	60°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BERTHAND , CO	Type of Flight Plan Filed:	VFR
Destination:	BERTHAND , CO	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	1 Serious, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: April 24, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71478>

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.

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](#).