



# Aviation Investigation Final Report

<b>Location:</b>	Janesville, Wisconsin	<b>Accident Number:</b>	CEN12LA248
<b>Date &amp; Time:</b>	April 12, 2012, 19:00 Local	<b>Registration:</b>	N70451
<b>Aircraft:</b>	AEROSTAR INTERNATIONAL INC RAVEN S49A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing area overshoot	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

According to the pilot, he attempted to abort the landing when he saw that he was getting too close to the powerlines. He said he used a “continuous burn” to abort the landing; however, when it became apparent that the balloon would still hit the powerlines, he initiated an emergency descent. The balloon hit the powerlines and then descended to the ground. The impact with the powerlines caused an arc flash that burned the lower 20 percent of the balloon envelope.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot’s failure to maintain clearance from the powerlines while landing.

## Findings

<b>Personnel issues</b>	Delayed action - Pilot
<b>Environmental issues</b>	Wire - Contributed to outcome
<b>Aircraft</b>	Altitude - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing</b>	Landing area overshoot (Defining event)
<b>Landing</b>	Collision with terr/obj (non-CFIT)
<b>Post-impact</b>	Fire/smoke (post-impact)
<b>Post-impact</b>	Cabin safety event

On April 12, 2012, about 1900 central daylight time, an Aerostar International Inc., Raven S49A balloon, N70451, impacted powerlines while landing at Janesville, Wisconsin. The pilot was not injured and the passenger received minor burn injuries. The balloon was substantially damaged. The balloon was registered to and operated by Bushelle Aerial Photography LLC, under the provisions of 14 Code of Federal Regulations Part 91, as a personal flight. Day visual meteorological conditions prevailed and no flight plan was filed. The local flight departed an off-airport location in Janesville, Wisconsin, about 1840.

According to the pilot he attempted to abort his landing when he saw he was getting too close to the powerlines. He said he used a "continuous burn" to abort the landing; however, when it became apparent that the balloon would still hit the powerlines, he initiated an emergency descent. The balloon hit the powerlines which caused an arc flash that burned the lower twenty percent of the balloon envelope. The arcing also damaged the steel envelope suspension cables and completely severed one.

The basket descended to the ground and remained upright. The partially inflated envelope draped over the powerlines and after the envelope had deflated and was clear of the powerlines, the pilot and passenger exited the basket.

## Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	January 3, 2011
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	May 26, 2011
<b>Flight Time:</b>	(Estimated) 3150 hours (Total, all aircraft), 100 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AEROSTAR INTERNATIONAL INC	<b>Registration:</b>	N70451
<b>Model/Series:</b>	RAVEN S49A	<b>Aircraft Category:</b>	Balloon
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	S49A-3193
<b>Landing Gear Type:</b>	None	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	April 19, 2011 Annual	<b>Certified Max Gross Wt.:</b>	1300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0
<b>Airframe Total Time:</b>	253 Hrs at time of accident	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	BUSHELLE AERIAL PHOTOGRAPHY LLC	<b>Rated Power:</b>	
<b>Operator:</b>	BUSHELLE AERIAL PHOTOGRAPHY LLC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KJVL,808 ft msl	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	18:45 Local	<b>Direction from Accident Site:</b>	180°
<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>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.12 inches Hg	<b>Temperature/Dew Point:</b>	15°C / -4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Janesville, WI (NONE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Janesville, WI (NONE)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:40 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	In-flight
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	42.67472,-89.039718(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Latson, Thomas
<b>Additional Participating Persons:</b>	Jan S Gerstner; FAA Milwaukee FSDO; Milwaukee, WI Daniel Oskar; FAA Milwaukee FSDO; Milwaukee, WI
<b>Original Publish Date:</b>	May 9, 2013
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=83422">https://data.ntsb.gov/Docket?ProjectID=83422</a>

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