



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Bucyrus, Ohio	<b>Accident Number:</b>	ERA23LA377
<b>Date &amp; Time:</b>	September 21, 2023, 18:50 Local	<b>Registration:</b>	N2067Q
<b>Aircraft:</b>	AVIAN BALLOON SKYHAWK	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 Serious, 2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The balloon pilot reported that after a local sightseeing flight, she maneuvered and descended toward the landing zone that was an open field that had power lines nearby. After clearing the power lines, the pilot further descended and just prior to impact she “added a small amount of heat,” however, the basket bounced twice and tipped over onto its side. The pilot then completely deflated the balloon to prevent the basket from getting dragged on the ground. During the bounced landing and basket tip over, one of the passengers fell to the bottom of the basket, which resulted in a serious injury to her right leg. The pilot reported that there were no preimpact mechanical malfunctions or failures with the balloon that would have precluded normal operation.

## Probable Cause and Findings

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

The balloon pilot’s bounced landing, which resulted in the basket tipping over and a serious injury to a passenger.

## Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Landing flare - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Loss of control on ground (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	67,Female
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	None
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Restraint Used:</b>	None
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	None None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 24, 2022
<b>Flight Time:</b>	375 hours (Total, all aircraft), 375 hours (Total, this make and model), 360 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

### Passenger Information

<b>Certificate:</b>		<b>Age:</b>	Female
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	None
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Passenger Information

<b>Certificate:</b>		<b>Age:</b>	Female
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	None
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AVIAN BALLOON	<b>Registration:</b>	N2067Q
<b>Model/Series:</b>	SKYHAWK NO SERIES	<b>Aircraft Category:</b>	Balloon
<b>Year of Manufacture:</b>	1999	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Balloon	<b>Serial Number:</b>	207
<b>Landing Gear Type:</b>		<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 5, 2023 Annual	<b>Certified Max Gross Wt.:</b>	1350 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Unknown
<b>Airframe Total Time:</b>	350 Hrs	<b>Engine Manufacturer:</b>	AVIAN
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	TURBO 8
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	
<b>Operator:</b>	On file	<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>	MFD,1289 ft msl	<b>Distance from Accident Site:</b>	18 Nautical Miles
<b>Observation Time:</b>	18:52 Local	<b>Direction from Accident Site:</b>	100°
<b>Lowest Cloud Condition:</b>	Scattered / 5500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.25 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Bucyrus, OH	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Bucyrus, OH	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	1 Serious, 1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 2 None	<b>Latitude, Longitude:</b>	40.870927,-82.902091(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gerhardt, Adam
<b>Additional Participating Persons:</b>	Tomash V. Bokotey; FAA/ FSDO; Cleveland, OH
<b>Original Publish Date:</b>	December 21, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=193120">https://data.nts.gov/Docket?ProjectID=193120</a>

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](#).