



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	STORM LAKE, IA	<b>Accident Number:</b>	CHI94LA309
<b>Date &amp; Time:</b>	09/01/1994, 1915 CDT	<b>Registration:</b>	N2597S
<b>Aircraft:</b>	Balloon Works FIRE FLY 7-15	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

According to the pilot, as he approached his destination airport in his hot air balloon, the balloon encountered a downdraft from a dissipating thunderstorm. He intended to bring the hot air balloon down to the ground quickly to avoid the wind from blowing the balloon across the ground. Although he continued burning all the way to the ground, the pilot was unable to stop the balloon's high rate of descent. The gondola impacted the ground hard, rebounded into the air to approximately 100 feet above the ground, and then impacted the ground again. The balloon continued along the ground until it struck power lines where it came to rest.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's excessive rate of descent to landing. Factors in the accident were the gusts and downdraft.

## Findings

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

### Findings

1. (C) DESCENT - EXCESSIVE - PILOT IN COMMAND
2. (F) WEATHER CONDITION - GUSTS
3. (F) WEATHER CONDITION - DOWNDRAFT

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	61
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	474 hours (Total, all aircraft), 474 hours (Total, this make and model), 464 hours (Pilot In Command, all aircraft), 13 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>	Balloon Works	<b>Registration:</b>	N2597S
<b>Model/Series:</b>	FIRE FLY 7-15 FIRE FLY 7	<b>Engines:</b>	Unknown
<b>Operator:</b>	RICHARD C. SCHICK	<b>Engine Manufacturer:</b>	
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SLB, 1488 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 5500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	11 knots / 14 knots, 30°
<b>Temperature:</b>	15° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	STORM LAKE MUNICIPAL (SLB)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	In-Flight
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	CHRISTINE M CORSONES	<b>Adopted Date:</b>	01/12/1995
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.