



National Transportation Safety Board Aviation Accident Final Report

Location:	LITTLETON, CO	Accident Number:	DEN85LA234
Date & Time:	09/01/1985, 0750 MDT	Registration:	N2259H
Aircraft:	BALLOON WORKS FIREFLY 7	Aircraft Damage:	None
Defining Event:		Injuries:	2 Serious, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT ATTEMPTED TO LAND HIS BALLOON IN HIGH WINDS RESULTING A HARD LDG WHICH THREW HIM OUT OF THE BASKET THE BALLOON THEN BEGAN AN IMMEDIATE ASENT UNTIL A PAX PULLED THE VENT LINE AND THE BALLOON SETTLED RAPIDLY UNTIL IT HIT THE GRD. INJURIES TO PASSENGERS OCCURRED WHEN THE BALLOON STRUCK THE GRD THE 2ND TIME.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: DESCENT - NORMAL

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (C) WEATHER EVALUATION - INATTENTIVE - PILOT IN COMMAND

Occurrence #2: HARD LANDING
Phase of Operation: LANDING

Findings

4. (C) JUDGMENT - POOR - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	22, Male
Airplane Rating(s):	None	Seat Occupied:	Center
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	141 hours (Total, all aircraft), 141 hours (Total, this make and model), 108 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BALLOON WORKS	Registration:	N2259H
Model/Series:	FIREFLY 7 FIREFLY 7	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7765
Landing Gear Type:		Seats:	1
Date/Type of Last Inspection:	07/13/1985, Annual	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:		Engines:	Unknown
Airframe Total Time:		Engine Manufacturer:	NONE
ELT:	Not installed	Engine Model/Series:	NONE
Registered Owner:	JEFFREY KIRK PINAR	Rated Power:	
Operator:	JEFFREY KIRK PINAR	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DEN, 5872 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	0530 MDT	Direction from Accident Site:	280°
Lowest Cloud Condition:	Scattered / 1500 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / -18° C
Precipitation and Obscuration:			
Departure Point:	LITTLETON, CO	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0700 MDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	VERLIN B TRANTER	Report Date:	
Additional Participating Persons:	ROBERT A WINTERROWD; BROOMFIELD, CO		
Publish Date:			
Investigation Docket:	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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).