



National Transportation Safety Board Aviation Accident Final Report

Location:	FLINT, MI	Accident Number:	CHI84LA227
Date & Time:	06/01/1984, 2040 EDT	Registration:	N15271
Aircraft:	BARNES FIREFLY 7	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE BALLOONIST STATED THAT THE WIND BECAME STRONGER DURING HER FLT AND EVEN THOUGH SHE SELECTED A LANDING AREA ADEQUATE FOR A HIGH WIND LANDING THE BALLOON WAS DRAGGED ABOUT 200 FT UNTIL THE ENVELOPE BECAME ENTANGLED IN TREES. THE FLT LASTED ABOUT 1 HOUR AND 10 MINUTES. THE PLT STATED THAT THE WIND AT TOUCHDOWN WAS 10 TO 20 KTS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. (C) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. (F) BALLOON EQUIPMENT, ENVELOPE - NOT DUMPED
5. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. (C) WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

7. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Female
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	28 hours (Total, all aircraft), 10 hours (Total, this make and model), 19 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BARNES	Registration:	N15271
Model/Series:	FIREFLY 7 FIREFLY 7	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	10147
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:	04/21/1984, Annual	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:	1 Hours	Engines:	Unknown
Airframe Total Time:	183 Hours	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	SHERRY GALLAHER	Rated Power:	
Operator:	SHERRY GALLAHER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FNT, 781 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1952 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	14 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22° C / 11° C
Precipitation and Obscuration:			
Departure Point:	DAVISON, MI	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1930 EDT	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PAMELS S KLECKNER	Report Date:	
Additional Participating Persons:			
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).