



National Transportation Safety Board Aviation Accident Final Report

Location:	AUSTELL, GA	Accident Number:	ATL84LA278
Date & Time:	09/01/1984, 1950 EDT	Registration:	N2484S
Aircraft:	Head Balloons, Inc. AX7-77	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

WHILE FLYING AT A LOW ALT LOOKING FOR A SUITABLE LANDING AREA THE PLT NOTICED POWER LINES AT A HIGHER ALT. PLT INITIALLY APPLIED HEAT TO THE ENVELOPE TO TRY AND CLIMB ABOVE THE WIRES, BUT DID NOT IMMEDIATELY REALIZE THE HEIGHT OF THE WIRES. PLT THEN ADVISED PAX SHE WOULD HAVE TO 'DUMP IT' AND BEGAN TO PULL THE CORD TO OPEN THE ENVELOPE DEFLATION VALVE IN ORDER TO LAND SHORT OF THE WIRES. ONE OF THE PAX, WITHOUT OBTAINING PERMISSION FROM THE PLT, REPORTEDLY USED THE BURNER TO ADD HEAT TO THE ENVELOPE AT ABOUT THE SAME TIME. THE BASKET UPRIGHTS AND THE CABLES IMMEDIATELY ABOVE THE BASKET CONTACTED THE WIRES AT AN ALT OF APRX 40 FT AGL.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
2. (C) IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
3. (C) EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND
4. (C) CONTROL INTERFERENCE - ATTEMPTED - PASSENGER
5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PASSENGER

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Female
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/21/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	340 hours (Total, all aircraft), 17 hours (Total, this make and model), 275 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Head Balloons, Inc.	Registration:	N24845
Model/Series:	AX7-77 AX7-77	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	103
Landing Gear Type:	Hull	Seats:	
Date/Type of Last Inspection:	07/05/1984, Annual	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:	3 Hours	Engines:	0 Unknown
Airframe Total Time:	74 Hours	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	JUDITH I. FRAENCKEL	Rated Power:	
Operator:	JUDITH I. FRAENCKEL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	105°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	28° C
Precipitation and Obscuration:			
Departure Point:	ATLANTA, GA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1840 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Minor	Aircraft Fire:	In-Flight and On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	3 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JOHN B DRAKE	Report Date:	
Additional Participating Persons:	DOUG GLICK; ATLANTA, GA		
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/ .		

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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](#).