



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	AUSTELL, GA	<b>Accident Number:</b>	ATL84LA278
<b>Date &amp; Time:</b>	09/01/1984, 1950 EDT	<b>Registration:</b>	N2484S
<b>Aircraft:</b>	Head Balloons, Inc. AX7-77	<b>Injuries:</b>	3 Minor
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	36
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Head Balloons, Inc.	<b>Registration:</b>	N2484S
<b>Model/Series:</b>	AX7-77 AX7-77	<b>Engines:</b>	0 Unknown
<b>Operator:</b>	JUDITH I. FRAENCKEL	<b>Engine Manufacturer:</b>	
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	3 knots / , 105°
<b>Temperature:</b>	28° C	<b>Visibility</b>	5 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ATLANTA, GA	<b>Destination:</b>	

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JOHN B DRAKE	<b>Adopted Date:</b>	
<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> .		

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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.