



National Transportation Safety Board Aviation Accident Final Report

Location:	Durhamville, NY	Accident Number:	ERA10CA211
Date & Time:	04/02/2010, 0750 EDT	Registration:	N1514G
Aircraft:	FIREFLY AX8B	Aircraft Damage:	None
Defining Event:	Miscellaneous/other	Injuries:	1 Serious, 2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot of the balloon stated that at the conclusion of the 1-hour flight, with two passengers, he conducted a typical landing to a "level, grassy" golf course fairway. During the landing, one of the passengers "lost [her] footing" in the gondola, fell, and slid into the pilot. The pilot then fell onto the passenger, fracturing her ankle. The pilot did not mention if he gave the passengers a prelanding briefing prior to the landing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The passenger's failure to adequately brace herself for the landing.

Findings

Personnel issues	Lack of action - Passenger (Cause)
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Factual Information

History of Flight

Landing	Miscellaneous/other (Defining event)
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Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	None	Seat Occupied:	
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport Pilot None	Last Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	07/13/2009
Flight Time:	80 hours (Total, all aircraft), 80 hours (Total, this make and model), 71 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	FIREFLY	Registration:	N1514G
Model/Series:	AX8B	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	F8B2024
Landing Gear Type:	None	Seats:	
Date/Type of Last Inspection:	11/22/2009, 100 Hour	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	0
Airframe Total Time:	350 Hours	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	Steven Kenneth Flanders	Rated Power:	
Operator:	Steven Kenneth Flanders	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	RME, 504 ft msl	Observation Time:	0753 EDT
Distance from Accident Site:	12 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	60°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	13° C / 11° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	7 knots, 140°	Visibility (RVR):	
Altimeter Setting:	29.54 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Munnsville, NY	Type of Flight Plan Filed:	None
Destination:	Durhamville, NY	Type of Clearance:	None
Departure Time:	0630 EDT	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Jose Obregon	Adopted Date:	08/12/2010
Additional Participating Persons:	Gustav Neubauer; FAA/FSDO; Albany, NY		
Publish Date:	08/12/2010		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75661		

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.