



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Hanover, NH	<b>Accident Number:</b>	ERA10CA462
<b>Date &amp; Time:</b>	09/01/2010, 1925 EDT	<b>Registration:</b>	n2267U
<b>Aircraft:</b>	HEAD BALLOONS INC AX9 118	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	1 Serious, 6 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot stated that he was conducting a sightseeing flight just prior to sunset when the balloon encountered updrafts. He elected to land in the back yard of a private residence and initiated a descent. He allowed the basket of the balloon to contact the top of the trees to slow down his forward momentum, in an effort to make the landing area. Upon clearing the trees, he observed powerlines in the vicinity and aborted the landing. The pilot immediately selected another backyard for his touchdown point. He observed another large tree and allowed the basket to contact the tree and the basket descended upright next to the tree. The canopy received a minor tear and one passenger sustained a fractured wrist during the landing.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The balloon's encounter with an updraft, resulting in an immediate landing and an intentional collision with a tree.

## Findings

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<b>Personnel issues</b>	Info processing/decision - Pilot
<b>Environmental issues</b>	Updraft - Effect on operation (Cause) Tree(s) - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing</b>	Other weather encounter Off-field or emergency landing Collision with terr/obj (non-CFIT) (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last Medical Exam:</b>	07/28/2008
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	05/03/2009
<b>Flight Time:</b>	953 hours (Total, all aircraft), 179 hours (Total, this make and model), 953 hours (Pilot In Command, all aircraft), 74 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	HEAD BALLOONS INC	<b>Registration:</b>	n2267U
<b>Model/Series:</b>	AX9 118	<b>Aircraft Category:</b>	Balloon
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	363
<b>Landing Gear Type:</b>	None	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	DAOUST DARREK N	<b>Rated Power:</b>	
<b>Operator:</b>	DAOUST DARREK N	<b>Air Carrier Operating Certificate:</b>	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	LEB, 603 ft msl	Observation Time:	1953 EDT
Distance from Accident Site:		Condition of Light:	Dusk
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	23° C / 18° C
Lowest Ceiling:	None	Visibility	9 Miles
Wind Speed/Gusts, Direction:	3 knots, 160°	Visibility (RVR):	
Altimeter Setting:	29.94 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Quechee, VT	Type of Flight Plan Filed:	None
Destination:	Quechee, VT	Type of Clearance:	None
Departure Time:	1815 EDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	1 Serious, 5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 6 None		

## Administrative Information

Investigator In Charge (IIC):	Carrol A Smith	Adopted Date:	05/11/2011
Additional Participating Persons:	John Bell; FAA Portland FSDO; Portland, ME		
Publish Date:	05/11/2011		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77184">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77184</a>		

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