



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Provo, UT	<b>Accident Number:</b>	GAA15CA157A
<b>Date &amp; Time:</b>	07/02/2015, 0700 MDT	<b>Registration:</b>	N7148P
<b>Aircraft:</b>	BALLOON WORKS FIREFLY8 - 24	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Midair collision	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

\*\*This report was modified on 4/21/2016. Please see the public docket for this accident for more information.\*\*

The pilots of the two balloons involved in a midair collision reported that they both began the takeoff ascent as part of a competition. The Balloon Works balloon pilot, who was lower than the Balony balloon during the ascent, reported that his envelope collided vertically with the basket of the Balony balloon, about 2,000 feet above the ground. The Balony balloon pilot reported that he saw the Balloon Works balloon below him and started to use both of the available burners, but was unable to climb fast enough. A witness to the accident reported that the Balony balloon pilot did not use the balloon's burners until after the collision. After the midair collision, the Balloon Works balloon began to descend about 700 feet per minute and impacted the ground. The pilot of the Balony Balloon reported that he landed without further incident.

Both of the pilots reported there were no pre-impact mechanical failures or malfunctions with their balloons or burners that would have precluded normal operation.

A postaccident inspection of the Balony balloon revealed no damage to the balloon or the burner. A postaccident inspection of the Balloon Works balloon revealed substantial damage to the envelope.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
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The failure of the Balony balloon pilot to see and avoid the Balloon Works balloon during an ascent, which resulted in the basket of the Balony balloon colliding vertically with the envelope of the Balloon Works balloon.

## Findings

Personnel issues	Monitoring other aircraft - Pilot of other aircraft (Cause)
Environmental issues	Aircraft - Contributed to outcome

## Factual Information

### History of Flight

Initial climb	Midair collision (Defining event)
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### Pilot Information

Certificate:	Commercial	Age:	73
Airplane Rating(s):	Single-engine Land	Seat Occupied:	None
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 3000 hours (Total, all aircraft), 200 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BALLOON WORKS	Registration:	N7148P
Model/Series:	FIREFLY8 - 24	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Balloon	Serial Number:	F8BS-01
Landing Gear Type:	Other Launch/Recovery System	Seats:	
Date/Type of Last Inspection:	06/09/2015, Annual	Certified Max Gross Wt.:	1900 lbs
Time Since Last Inspection:		Engines:	1 None
Airframe Total Time:	238 Hours	Engine Manufacturer:	Burner Balloon Works
ELT:	Not installed	Engine Model/Series:	F1
Registered Owner:	BALLOONS WEST INC	Rated Power:	
Operator:	BALLOONS WEST INC	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	KPVU, 4497 ft msl	Observation Time:	1255 UTC
Distance from Accident Site:	3 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	239°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	20°C / 9°C
Lowest Ceiling:	Broken / 20000 ft agl	Visibility	15 Miles
Wind Speed/Gusts, Direction:	3 knots, 200°	Visibility (RVR):	
Altimeter Setting:	30.09 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Provo, UT	Type of Flight Plan Filed:	None
Destination:	Provo, UT	Type of Clearance:	None
Departure Time:	0700 MDT	Type of Airspace:	Class E

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor		

## Administrative Information

Investigator In Charge (IIC):	Jackie L Vanover	Adopted Date:	08/12/2015
Additional Participating Persons:	Scott Hartley; FAA; Salt Lake City, UT		
Publish Date:	04/21/2016		
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=91500">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91500</a>		

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