



Aviation Investigation Final Report

Location:	BURNSVILLE, Minnesota	Accident Number:	CH184LA216
Date & Time:	May 27, 1984, 18:00 Local	Registration:	N3679A
Aircraft:	BALLOON WORKS BARNES FIREFLY 8-24	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE BALLOON LANDED WITHOUT INCIDENT. ACCORDING TO THE PLT, THE ENVELOPE WAS BEING DEFLATED WHEN A GUST OF WIND TIPPED THE BASKET. THE PLT SAID HE SAW A YOUNG BOY WITH HIS LEG UNDER THE BASKET. THE PLT LIFTED THE EDGE OF THE BASKET BY STEPPING OUT OF IT TO FREE THE BOY AND THE WIND DRAGGED THE BASKET. THE WIND WAS REPORTED BEING FROM THE NE AT 7 KTS WITH NO REPORTED GUSTS. THE BOYS MOTHER SAID HER SON WAS RECENTLY ALLOWED TO RIDE IN ANOTHER BALLOON AS THE CHASE CREW 'WALKED' THE BALLOON TO THE CHASE VEHICLE. SHE SAID SHE THOUGHT HE WAS HOPING TO GET ANOTHER 'WALK' RIDE. THE BOYS LEG WAS FRACTURED IN THIS INSTANCE.

Probable Cause and Findings

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

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: STANDING

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND

2. (C) CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
3. (C) BALLOON EQUIPMENT, ENVELOPE - NOT DUMPED
4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND
5. (C) PROCEDURES/DIRECTIVES - INADEQUATE - GROUND PERSONNEL

Factual Information

Pilot Information

Certificate:		Age:	55, Male
Airplane Rating(s):	None	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:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	250 hours (Total, all aircraft), 250 hours (Total, this make and model), 233 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BALLOON WORKS	Registration:	N3679A
Model/Series:	BARNES FIREFLY 8-24 BARNES FIR	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	F8015
Landing Gear Type:	Skid	Seats:	
Date/Type of Last Inspection:	September 12, 1983 Annual	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:	30 Hrs	Engines:	Unknown
Airframe Total Time:		Engine Manufacturer:	NONE
ELT:	Not installed	Engine Model/Series:	NONE
Registered Owner:	SHARE DEVELOPMENT CORP.	Rated Power:	
Operator:	HERBERT C. LIND	Operating Certificate(s) Held:	None
Operator Does Business As:	SKYWALKERS UNLIMITED	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MSP ,840 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 3200 ft AGL	Visibility	15 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	12°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ROSEMONT , MN	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:02 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	1 Serious	Aircraft Explosion:	None
Total Injuries:	1 Serious, 3 None	Latitude, Longitude:	44.76073,-93.270584(est)

Administrative Information

Investigator In Charge (IIC): Mcavoy, Edward

Additional Participating Persons: D. UNDERWOOD;

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=12633>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).