



Aviation Investigation Final Report

Location:	LAKE ORION, Michigan	Accident Number:	CHI84LA244
Date & Time:	June 15, 1984, 20:30 Local	Registration:	N37643
Aircraft:	BARNES AX-7B	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A 74 YEAR OLD PASSENGER IN A BALLOON LOST HER FOOTING DURING LANDING AND FELL ON HER ARM. LATER EXAMINATION REVEALED THAT HER ARM WAS BROKEN. THE PLT AND ANOTHER PASSENGER WERE NOT INJURED. THE PLT REPORTED THAT THE PASSENGERS HAD BEEN BRIEFED ON LANDING AND HOW TO PREPARE THEMSELVES FOR THE EVENT.

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: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) PASSENGER BRIEFING - PERFORMED - PILOT IN COMMAND
2. (F) PHYSICAL IMPAIRMENT(OTHER ORGANIC PROBLEM) - OTHER PERSON
3. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PASSENGER

Factual Information

Pilot Information

Certificate:	Commercial	Age:	35, 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:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	497 hours (Total, all aircraft), 497 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BARNES	Registration:	N37643
Model/Series:	AX-7B AX-7B	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	F7B-099
Landing Gear Type:	Skid	Seats:	
Date/Type of Last Inspection:	May 5, 1984 100 hour	Certified Max Gross Wt.:	600 lbs
Time Since Last Inspection:	4 Hrs	Engines:	Unknown
Airframe Total Time:	5 Hrs	Engine Manufacturer:	NONE
ELT:	Installed	Engine Model/Series:	NONE
Registered Owner:	ROBIN GREEN	Rated Power:	
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAKE ORION , MI	Type of Flight Plan Filed:	None
Destination:	LAKE ORION , MI	Type of Clearance:	None
Departure Time:	19:20 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:	1 Serious, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 None	Latitude, Longitude:	42.559432,-82.910514(est)

Administrative Information

Investigator In Charge (IIC): Kleckner, Pamela

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=12657>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).