



Aviation Investigation Final Report

Location:	LITTLETON, Colorado	Accident Number:	DEN85LA234
Date & Time:	September 1, 1985, 07:50 Local	Registration:	N2259H
Aircraft:	BALLOON WORKS FIREFLY 7	Aircraft Damage:	None
Defining Event:		Injuries:	2 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT ATTEMPTED TO LAND HIS BALLOON IN HIGH WINDS RESULTING A HARD LDG WHICH THREW HIM OUT OF THE BASKET THE BALLOON THEN BEGAN AN IMMEDIATE ASENT UNTIL A PAX PULLED THE VENT LINE AND THE BALLOON SETTLED RAPIDLY UNTIL IT HIT THE GRD. INJURIES TO PASSENGERS OCCURRED WHEN THE BALLOON STRUCK THE GRD THE 2ND TIME.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: DESCENT - NORMAL

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
 2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. (C) WEATHER EVALUATION - INATTENTIVE - PILOT IN COMMAND
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Occurrence #2: HARD LANDING

Phase of Operation: LANDING

Findings

4. (C) JUDGMENT - POOR - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	22, Male
Airplane Rating(s):	None	Seat Occupied:	Center
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:	141 hours (Total, all aircraft), 141 hours (Total, this make and model), 108 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BALLOON WORKS	Registration:	N2259H
Model/Series:	FIREFLY 7 FIREFLY 7	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7765
Landing Gear Type:		Seats:	1
Date/Type of Last Inspection:	July 13, 1985 Annual	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:		Engines:	Unknown
Airframe Total Time:		Engine Manufacturer:	NONE
ELT:	Not installed	Engine Model/Series:	NONE
Registered Owner:	JEFFREY KIRK PINAR	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:	DEN ,5872 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	05:30 Local	Direction from Accident Site:	280°
Lowest Cloud Condition:	Scattered / 1500 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LITTLETON , CO	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 1 None	Latitude, Longitude:	39.610523,-104.9505(est)

Administrative Information

Investigator In Charge (IIC):	Tranter, Verlin
Additional Participating Persons:	ROBERT A WINTERROWD; BROOMFIELD , CO
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=16757

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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](#).