



Aviation Investigation Final Report

Location:	PARK CITY, Utah	Accident Number:	DEN87LA074
Date & Time:	March 26, 1987, 10:00 Local	Registration:	N1521G
Aircraft:	BALLOON WORKS FIREFLY 7	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE BALLOON WAS LANDING IN AN OPEN FIELD AND STRUCK A ROCK. ONE PAX HAD PREPARED FOR HARD LANDING AND ONE HAD ELECTED TO CONTINUE FILMING. THE PHOTOGRAPHER WAS THROWN FORWARD OUT OF THE BASKET AND THE BASKET PASSED OVER HIM, COMING TO REST 50 FEET AWAY.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT

Findings

1. (F) TERRAIN CONDITION - ROUGH/UNEVEN
2. (C) DESCENT - NOT MAINTAINED - PILOT IN COMMAND
3. (C) PASSENGER BRIEFING - NOT FOLLOWED - PASSENGER

Occurrence #2: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) BALLOON EQUIPMENT, BASKET - MOVEMENT RESTRICTED
5. (F) RECOVERY FROM BOUNCED LANDING - NOT POSSIBLE - PILOT IN COMMAND
6. (C) UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - PASSENGER

Factual Information

Pilot Information

Certificate:	Commercial	Age:	43, 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:	Yes	Last Flight Review or Equivalent:	
Flight Time:	130 hours (Total, all aircraft), 130 hours (Total, this make and model), 130 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BALLOON WORKS	Registration:	N1521G
Model/Series:	FIREFLY 7 FIREFLY 7	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11113
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:	February 2, 1987 100 hour	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:	39 Hrs	Engines:	Unknown
Airframe Total Time:		Engine Manufacturer:	NONE
ELT:	Not installed	Engine Model/Series:	NONE
Registered Owner:	CARL PALMER	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	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
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:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	40.639736,-111.48999(est)

Administrative Information

Investigator In Charge (IIC):	Collins, Robert
Additional Participating Persons:	DICK RUNDELL; SALT LAKE CITY , UT
Original Publish Date:	May 9, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17181

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](#).