



# Aviation Investigation Final Report

<b>Location:</b>	HOUSTON, Texas	<b>Accident Number:</b>	FTW84LA164
<b>Date &amp; Time:</b>	March 10, 1984, 09:15 Local	<b>Registration:</b>	N6081L
<b>Aircraft:</b>	EAGLE BALLOONS C-7	EAGLE	<b>Aircraft Damage:</b> Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PLT STATED THAT THE WX AT THE ACCIDENT SITE WAS SCATTERED CLOUDS BETWEEN 150-650 FT AGL WITH A DEFINITE CEILING AT 650 FT (BROKEN). VISIBILITY WAS 1 MI WITH RAPIDLY FORMING FOG LAYER. THE PLT DESCENDED WITH THE INTENTION OF LANDING AS SOON AS POSSIBLE. HE SAW THE POWERLINES & IMMEDIATELY PULLED THE PRESSURE TOP & CONTACTED THE GROUND ABOUT 150 FT FROM THE POWERLINES. HOWEVER, THE BALLOON DRAGGED ABOUT 80 FT & THE PYROMETER WIRE ON TOP OF THE ENVELOPE CONTACTED THE LOWEST POWERLINE. A PATH TO GROUND WAS MADE THROUGH THE PYROMETER CABLE/LINES, UPRIGHT LINES, FUEL TANK & SUPPORT CABLES. THE INSTANTANEOUS CHARGE (TO GROUND) SPLIT THE ENVELOPE DOWN THE PYROMETER WIRE, BLEW CONVERTING PINS OUT OF THE BURNER & UPRIGHT SUPPORTS, & SENT THE HIGH VOLTAGE/CURRENT FLOW INTO THE BASKET.

## Probable Cause and Findings

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

### Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

## Findings

1. (F) WEATHER CONDITION - CLOUDS
2. (F) WEATHER CONDITION - FOG
3. (F) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. (C) AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
5. (F) OBJECT - WIRE, TRANSMISSION

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Unknown Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	952 hours (Total, all aircraft), 42 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	EAGLE BALLOONS	<b>Registration:</b>	N6081L
<b>Model/Series:</b>	EAGLE C-7 EAGLE C-7	<b>Aircraft Category:</b>	Balloon
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	E82733
<b>Landing Gear Type:</b>		<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	900 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0 Unknown
<b>Airframe Total Time:</b>	94 Hrs	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	A.K. MUIR	<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 250 ft AGL	<b>Visibility</b>	1 miles
<b>Lowest Ceiling:</b>	Broken / 800 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 12 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	45°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 Minor	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 Minor	<b>Latitude, Longitude:</b>	29.829868,-95.660018(est)

## Administrative Information

**Investigator In Charge (IIC):** Roth, F

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=21280>

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](#).