



Aviation Investigation Final Report

Location:	POWAY, California	Accident Number:	LAX91LA047
Date & Time:	November 25, 1990, 16:25 Local	Registration:	N7113U
Aircraft:	BALLOON WORKS FIREFLY 8-24	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 Serious, 1 Minor, 4 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT AND FIVE REVENUE PASSENGERS DEPARTED FOR A LOCAL FLIGHT. ACCORDING TO THE PILOT, DURING THE FLIGHT THE WIND DIRECTION AND SPEED CHANGED. THE PILOT MADE SEVERAL ATTEMPTS AT LANDING. A DIRT FIELD WAS LOCATED AND THE BALLOON TOUCHED DOWN. IT THEN DRIFTED INTO A TWO FOOT TALL EMBANKMENT AND TIPPED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO OBTAIN A PROPER TOUCHDOWN POINT. CONTRIBUTING FACTORS WHICH RELATED TO THE BASKET'S TIPPING OVER WERE THE PILOT'S MISJUDGING THE WIND DIRECTION AND THE WIND'S RELATIVE HIGH SPEED.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (F) WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. OBJECT - BERM

5. (C) PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	30,Female
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):		Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	365 hours (Total, all aircraft), 365 hours (Total, this make and model), 348 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BALLOON WORKS	Registration:	N7113U
Model/Series:	FIREFLY 8-24 FIREFLY 8-	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	F8-114
Landing Gear Type:		Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	0 Hrs	Engines:	Unknown
Airframe Total Time:		Engine Manufacturer:	AMA/EXPR
ELT:		Engine Model/Series:	UNK
Registered Owner:		Rated Power:	
Operator:	KIMBERLY LYNCH	Operating Certificate(s) Held:	None
Operator Does Business As:	ABOVE ALL BALLOON CHARTERS	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:	16:25 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2200 ft AGL	Visibility	7 miles
Lowest Ceiling:	Overcast / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DEL MAR , CA (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:50 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Rough
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:	Minor
Passenger Injuries:	1 Serious, 1 Minor, 3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor, 4 None	Latitude, Longitude:	32.970417,-117.019775(est)

Administrative Information

Investigator In Charge (IIC): Pollack, Wayne

Additional Participating Persons:

Original Publish Date: February 12, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=27070>

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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](#).