



# Aviation Investigation Final Report

<b>Location:</b>	FT. LAUDERDALE, Florida	<b>Accident Number:</b>	MIA87FA124
<b>Date &amp; Time:</b>	April 2, 1987, 07:10 Local	<b>Registration:</b>	N7321R
<b>Aircraft:</b>	Eagle Aircraft Co. C-7	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

THE BALLOON STRUCK POWERLINES WHILE ATTEMPTING TO LOCATE A SUITABLE LDG SITE. THE PLT STATED THAT A GUST OF WIND BLEW THE BALLOON INTO THE WIRES & HE WAS UNABLE TO CLIMB TO AVOID THE WIRES PRIOR TO IMPACT. THE SURFACE WINDS WERE FROM THE NORTH AT ABOUT 8 KTS & AT 6000 FT OUT OF THE SOUTH AT 5 KTS. THE BALLOON HAD BEEN TRAVELING IN A SOUTHERLY DIRECTION PRIOR TO THE ACCIDENT & WAS DRIFTING INTO THE DOWNTOWN AREA WHEN THE ACCIDENT OCCURRED. THE ACFT FLT MANUAL REQUIRES THAT PROTECTIVE HEAD GEAR BE WORN BY ALL OCCUPANTS DURING TAKE OFF & LDG. NONE WAS WEARING THE HEAD GEAR & NONE WAS FOUND IN THE WRECKAGE. AT LEAST ONE PAX SUSTAINED BURNS TO THE TOP OF THE HEAD.

## 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 OBJECT  
Phase of Operation: APPROACH

#### Findings

1. (F) OBJECT - WIRE,STATIC
2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

3. (F) OBJECT - WIRE, TRANSMISSION
4. (C) WIND INFORMATION - NOT USED - PILOT IN COMMAND
5. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. (F) FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
7. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: DESCENT - UNCONTROLLED  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Balloon; Helicopter	<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>	None None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	689 hours (Total, all aircraft), 25 hours (Total, this make and model), 448 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Eagle Aircraft Co.	<b>Registration:</b>	N7321R
<b>Model/Series:</b>	C-7 C-7	<b>Aircraft Category:</b>	Balloon
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	E8
<b>Landing Gear Type:</b>	Hull	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	December 4, 1986 Annual	<b>Certified Max Gross Wt.:</b>	1200 lbs
<b>Time Since Last Inspection:</b>	29 Hrs	<b>Engines:</b>	Unknown
<b>Airframe Total Time:</b>	228 Hrs	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	RAINBOW RIDERS, INC	<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	1917 ROLLING LANE	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FLL ,9 ft msl	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	06:51 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Scattered / 2500 ft AGL	<b>Visibility</b>	8 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	11°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<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>	06:20 Local	<b>Type of Airspace:</b>	Class D

## 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>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 Serious	<b>Aircraft Fire:</b>	Both in-flight and on-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	Both in-flight and on-ground
<b>Total Injuries:</b>	4 Serious	<b>Latitude, Longitude:</b>	26.140758,-80.169815(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Bird, Ronald
<b>Additional Participating Persons:</b>	TIMOTHY W MONVILLE; MIAMI , FL MATTHEW KLOS; FT LAUDERDALE , FL WILLIAM WEAVER; FT LAUDERDALE , FL
<b>Original Publish Date:</b>	July 5, 1988
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=31756">https://data.nts.gov/Docket?ProjectID=31756</a>

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