



Aviation Investigation Final Report

Location:	ORLANDO, Florida	Incident Number:	MIA93IA052
Date & Time:	January 2, 1993, 08:15 Local	Registration:	N9056D
Aircraft:	BALLOON WORKS FIREFLY 7-15	Aircraft Damage:	None
Defining Event:		Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT STATED THAT DURING AN APPROACH TO A FIELD, HE OBSERVED OBSTACLES AHEAD AND INITIATED A CLIMB TO CLEAR THEM. HE THEN INITIATED AN IMMEDIATE DESCENT FOR A LANDING IN THE NEXT CLEARING BECAUSE OF OBSTACLES AT THE FOR END OF THE FIELD. THE BALLOON LANDED HARD, BOUNCED, THEN TOUCHED DOWN, AND THE GONDOLA TIPPED OVER AND WAS DRAGGED FOR ABOUT 80 FEET.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: POOR IN-FLIGHT PLANNING/DECISION BY THE PILOT, AND EXCESSIVE DESCENT RESULTING IN A HARD LANDING.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) DESCENT - EXCESSIVE - PILOT IN COMMAND
2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	55, 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 Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	166 hours (Total, all aircraft), 7 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BALLOON WORKS	Registration:	N9056D
Model/Series:	FIREFLY 7-15 FIREFLY 7-	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	F7-727
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:	April 2, 1992 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	45 Hrs	Engines:	0 Unknown
Airframe Total Time:	128 Hrs	Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	GARRETT, RONALD L.	Rated Power:	
Operator:	GARRETT, RONALD L.	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	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:25 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	28.500789,-81.370773(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	JERRY WILKEY; ORLANDO , FL
Original Publish Date:	February 10, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=33182

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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](#).