



Aviation Investigation Final Report

Location:	RED CREEK, New York	Accident Number:	NYC88LA142
Date & Time:	May 14, 1988, 19:05 Local	Registration:	N1502K
Aircraft:	BALLOON WORKS FIREFLY 7	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE THE PILOT WAS WAITING FOR LIFTOFF, THREE GROUND CREWMEN WERE SITTING ON THE BASKET HOLDING THE BALLOON DOWN. AS THE PILOT PREPARED FOR LIFTOFF, HE ANNOUNCED THAT HE WAS READY FOR LIFTOFF AND UNTIED THE ROPE. AS THE BALLOON REACHED AN ALTITUDE OF ABOUT 6-10 FEET, ONE OF THE GROUND CREWMAN JUMPED OFF AND FELL RECEIVING SERIOUS INJURIES. THE GROUND CREWMAN WAS WAITING FOR SPECIFIC INSTRUCTIONS FROM THE PILOT. THE PILOT SAID HE THOUGHT THE GROUND CREWMAN WAS AWARE OF THE LIFTOFF. THE PILOT AND GROUND CREWMAN HAD NOT WORKED TOGETHER BEFORE.

Probable Cause and Findings

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

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

2. (C) CREW/GROUP BRIEFING - INADEQUATE - PILOT IN COMMAND
3. (C) CREW/GROUP COORDINATION - POOR

Factual Information

Pilot Information

Certificate:	Commercial	Age:	44, Male
Airplane Rating(s):	Single-engine land	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:	No	Last Flight Review or Equivalent:	
Flight Time:	257 hours (Total, all aircraft), 78 hours (Total, this make and model), 201 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BALLOON WORKS	Registration:	N1502K
Model/Series:	FIREFLY 7 FIREFLY 7	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11123
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:	January 17, 1988 Annual	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:	3 Hrs	Engines:	Unknown
Airframe Total Time:	538 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	DAVID LONGEILL	Rated Power:	
Operator:	DAVID J. LONGEILL	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	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	315°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:06 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	382 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	1 Serious	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 None	Latitude, Longitude:	43.240352,-76.720008(est)

Administrative Information

Investigator In Charge (IIC): Hancock, Robert

Additional Participating Persons: ; ROCHESTER , NY

Original Publish Date: December 29, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=36149>

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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](#).