



Aviation Investigation Final Report

Location:	NASHUA, New Hampshire	Accident Number:	NYC95LA026
Date & Time:	October 29, 1994, 08:15 Local	Registration:	N4070S
Aircraft:	BALLOON WORKS FIREFLY 7	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT WHILE LANDING THE BALLOON IN A FIELD, THE BASKET MOMENTARILY TIPPED OVER, RESULTING IN THE OCCUPANTS FALLING DOWN. ONE OF THE PASSENGERS FRACTURED HER FOOT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper touchdown which resulted in a rollover.

Findings

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

- Findings
1. (C) TOUCHDOWN - IMPROPER - PILOT IN COMMAND

Factual Information

On Saturday, October 29, 1994, at 0815 eastern daylight time, a Balloon Works Firefly 7, N4070S, a balloon, landed in a field near Nashua, New Hampshire. The pilot and one of the passengers were not injured. Another passenger fell during the landing and was seriously injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight was being conducted under 14 CFR Part 91.

The pilot said: "I found a field and landed...during the landing, the balloon...[tipped] over momentarily..."

One passenger fell and sustained a simple fracture of her foot.

Pilot Information

Certificate:	Commercial	Age:	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:	Class 2 Expired	Last FAA Medical Exam:	May 21, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	366 hours (Total, all aircraft), 258 hours (Total, this make and model), 300 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BALLOON WORKS	Registration:	N4070S
Model/Series:	FIREFLY 7 FIREFLY 7	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	100053
Landing Gear Type:	Skid	Seats:	0
Date/Type of Last Inspection:	April 9, 1994 Annual	Certified Max Gross Wt.:	1660 lbs
Time Since Last Inspection:	23 Hrs	Engines:	Unknown
Airframe Total Time:	642 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	STEVEN F. HABER	Rated Power:	
Operator:		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	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HOLLIS , NH (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:25 Local	Type of Airspace:	Class E

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	1 Serious, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Leonard, Charles
Additional Participating Persons:	DAVE BURRELL; PORTLAND , ME
Original Publish Date:	August 23, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=38900

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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](#).