



Aviation Investigation Final Report

Location:	SEATTLE, Washington	Incident Number:	SEA86IA240
Date & Time:	September 7, 1986, 15:46 Local	Registration:	GBMCT
Aircraft:	CAMERON D-50	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT PLT AND GND CREW WERE CONDUCTING GND HANDLING AND MOORING PROCEDURES. THE PLAN WAS TO ASCEND ABOUT 10 FT AGL OVER THE FLD. THE FLD WAS IN A DEPRESSION SURROUNDED BY TALL TREES AND SE OF A 400 FT AGL RADIO TWR. DURING LIFT OFF THE GND CREW HELD THE ACFT DOWN WHILE THE PLT HEATED THE BAG. THE 'BURNS' AND 'HOLD DOWN' WAS LONGER THAN ANTICIPATED AND AT LAUNCH THE ACFT ROSE HIGHER THAN PLANNED. THE ALT WAS SUCH THAT THE ACFT ROSE ABOVE THE TREES AND STARTED BEING AFFECTED BY THE 5-7 KT WIND FROM THE SSE. THE PLT MANEUVERED THE ACFT N OF THE FLD AND NNW OF THE TWR. AFTER ASSURING THE ACFT WAS CONTROLLABLE WITH THE ENG AND BURNERS AN APCH WAS INITIATED BACK TO THE FLD. DURING THE APCH THE DESCENT WAS NOT AS ANTICIPATED AND THE ENG WAS SET TO IDLE. DURING THIS TIME THE WIND SHIFTED, PLACING THE ACFT UPWIND OF THE TWR. THE APCH WAS ABANDONED IN FAVOR OF MANEUVERING AWAY FROM THE TWR. THE ENG FAILED TO RESPOND AND A CLIMB OVER THE TWR WAS INITIATED. THE ACFTS NOSE GND LINE CAUGHT IN THE TWR.

Probable Cause and Findings

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

Findings

Occurrence #1: MISCELLANEOUS/OTHER

Phase of Operation: TAKEOFF

Findings

1. (F) VERTICAL TAKEOFF - INADVERTENT - PILOT IN COMMAND
2. (F) LIFT-OFF - PREMATURE - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

Findings

3. (F) WEATHER CONDITION - UNFAVORABLE WIND
4. (F) THROTTLE/POWER LEVER, LINKAGE - MOVEMENT RESTRICTED

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: MANEUVERING

Findings

5. OBJECT - ELECTRICAL TOWER(MARKED)

Factual Information

Pilot Information

Certificate:	Airline transport; Foreign; Private	Age:	39, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Airship; Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 12, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7557 hours (Total, all aircraft), 6 hours (Total, this make and model), 7265 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CAMERON	Registration:	GBMCT
Model/Series:	D-50 D-50	Aircraft Category:	Blimp
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	1024
Landing Gear Type:	Skid	Seats:	1
Date/Type of Last Inspection:	August 9, 1986 Annual	Certified Max Gross Wt.:	1000 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6 Hrs	Engine Manufacturer:	CUYUNA
ELT:	Not installed	Engine Model/Series:	430
Registered Owner:	CAMERON BALLOON, LTD.	Rated Power:	30 Horsepower
Operator:	ROBERT L. POWERS	Operating Certificate(s) Held:	None
Operator Does Business As:	CRISTA BROADCASTING, CORP.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BFT ,26 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	14:48 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 3500 ft AGL	Visibility	15 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:29 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	47.730186,-122.34008(est)

Administrative Information

Investigator In Charge (IIC):	Stripling, Wallace
Additional Participating Persons:	JOE REDWINE; HILLSBORO , OR
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=40313

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).