



Aviation Investigation Final Report

Location:	HUDSON, Iowa	Accident Number:	MKC82DA102
Date & Time:	June 13, 1982, 08:15 Local	Registration:	N2067F
Aircraft:	Balloon Works FIREFLY 6	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE BALLOON WAS IN A DESCENT AND WAS APPROACHING THE LANDING AREA WHEN THE BURNER PILOT-LIGHT WENT OUT. WITHOUT THE BURNER, THE PILOT WAS FORCED TO LAND SHORT OF HIS SELECTED FIELD. HE SPILLED THE AIR FROM THE BALLOON AND TOUCHED DOWN JUST SHORT OF AN 8000 VOLT POWER LINE. THE ENVELOPE FELL ACROSS THE LINES. THE PILOT DISCONNECTED THE BASKET FROM THE ENVELOPE AND ATTEMPTED TO PULL THE ENVELOPE FROM THE POWER LINES. HOWEVER, THE ENVELOPE "CAUGHT ON FIRE" AND WAS DESTROYED.

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: APPROACH

Findings

1. (C) BALLOON EQUIPMENT, BURNER SYSTEM - OTHER

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

2. (F) WEATHER CONDITION - UNFAVORABLE WIND

3. (F) OBJECT - WIRE, TRANSMISSION

Factual Information

Pilot Information

Certificate:	Commercial	Age:	54, Male
Airplane Rating(s):		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:	Unknown None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	343 hours (Total, all aircraft), 343 hours (Total, this make and model), 332 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Balloon Works	Registration:	N2067F
Model/Series:	FIREFLY 6 FIREFLY 6	Aircraft Category:	Balloon
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	611
Landing Gear Type:		Seats:	0
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1050 lbs
Time Since Last Inspection:	16 Hrs	Engines:	0 Unknown
Airframe Total Time:	352 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	DOCK BUILT HOMES, INC.	Rated Power:	
Operator:	DOCK BUILT HOMES, INC.	Operating Certificate(s) Held:	
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	20 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WATERLOO , IA	Type of Flight Plan Filed:	None
Destination:	WATERLOO , IA	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

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:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	2 None	Latitude, Longitude:	42.360088,-92.459434(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: June 13, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71107>

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](#).